

# TWIN CITY LINES

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Commuter Train Special Issue  
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## TWIN CITY LINES

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## Forgotten Steam Trains to the Suburbs

-Aaron Isaacs

For this special issue, we'll depart from our usual emphasis on streetcars to explore the long forgotten network of Twin Cities suburban trains from the late 19th and early 20th centuries. We do so to celebrate the return of the suburban train, the Northstar Corridor from Minneapolis to Anoka and Big Lake.

Primarily during the 1880s, and to a lesser degree thereafter, the Twin Cities were served by a complex network of steam railroad suburban trains. The majority of rail lines into the Twin Cities featured separately scheduled local trains to the suburbs or, at the very least, closely spaced suburban stations where main line trains stopped. Some of these services lasted into the 1920s. The latecomer gas-electric Dan Patch and Luce Line interurban wannabes lasted even longer.

Many were put out of business by the more convenient electric streetcars, even directly replaced by streetcars in some cases. Those that survived succumbed to auto competition and the Great Depression, but while they ran, they were the best way to cover long distances within the metro area. From St. Paul they extended to Stillwater via three different routes, North St. Paul, White Bear Lake, St. Paul Park and Inver Grove. From Minneapolis, there were routes to White Bear Lake, Mendota and Lake Minnetonka. Downtown Minneapolis and downtown St. Paul were

connected by three competing services, which also stopped at numerous intermediate stations.

Please note that we're calling them suburban trains, not commuter trains. That adopts the parlance of the era. Railroad advertisements also refer to them as "short line", or "motor" trains. Some clarification of the term "suburban service" is needed. We're considering a route to have suburban service if it had these characteristics:

- 1) short-distance trains run specifically for the suburban market
- 2) closely spaced stations that mostly disappeared when the short-distance trains were cut
- 3) multi-ride discounted commuter fares

There was some blending of suburban and long distance trains, so the definitions get a little slippery. Some long distance trains stopped at suburban stations, before and even after the short distance suburban trains were discontinued. In a couple of cases, branch line shuttles that were clearly suburban trains fed long distance trains to complete the trip into the city.

Service frequency varied greatly, from one train each way daily to hourly. There was usually at least one pair of trains targeted to the weekday commuter market, with downtown arrivals around 7-8:30 AM and departures in the 4-5:30 PM range. In the case of the three (and for a short time, four) routes to Lake Minnetonka, additional service was added during the summer tourist months and for special occasions. While most of the services ended at the nearest downtown, some were through-routed to reach both. The State Fair attracted

special trains from both downtowns.

It's unclear exactly when some of these services started and how long they lasted. An 1878 schedule of departures from St. Paul Union Depot shows few such trains. Most appeared in the 1880s and many disappeared during the 1890s, often due to streetcar competition. Timetables generally offer only a snapshot of a single point in time and some are hard to find. Other snapshots are provided by plat maps of Minneapolis and St. Paul, which were updated about every ten years. These maps show suburban stations appearing and then disappearing. Suburban plat maps are available less frequently. Needless to say, more information will probably surface after this is published. Readers are invited to contribute.

This magazine is usually packed with photos, but not this time. The primary evidence of the suburban trains is timetables, not photos. With a couple of exceptions, it is difficult to separate the suburban trains from long haul trains when looking at old photos. The Chicago Great Western's "Motor" to South St. Paul was powered by bi-directional 2-4-2T tank engines. The Burlington Motor to St. Paul Park appears in a couple of 1920s photos by railfan pioneer Helmut Kroening and is notable for using the line's oldest equipment, 4-4-0s and open platform coaches dating from the 1870s or 80s. These are exceptions, however. For the most part, the suburban trains and their depots were little photographed, so we apologize for the limited photo coverage.

What follows is a description of each of the routes that ran suburban trains.

**Front cover: The Northstar Corridor returns commuter rail to the Twin Cities so, this issue celebrates Minnesota's forgotten commuter trains. About 1890, a Great Northern "short line" from St. Paul approaches downtown Minneapolis on the Stone Arch Bridge. We know it's a commuter run because of the short two-car consist. These trains ran hourly between the downtowns. They stopped every mile or two at intermediate stations, such as East Minneapolis, visible beyond the far end of the bridge. Minnesota Historical Society collection.**

**Inside front cover: This Minneapolis & St. Louis suburban train is crossing the Carsons Bay bridge, approaching the Deephaven station. This line is now a bike trail. Minnesota Historical Society collection.**



All appear on the centerfold map. Station names sometimes changed, or stations were added and deleted.

## Between St. Paul and Minneapolis

The Great Northern predecessor St. Paul & Pacific opened the first railroad in Minnesota between St. Paul and St. Anthony in 1862, and extended it across the Mississippi to downtown Minneapolis in 1864. Milwaukee Road predecessor Minnesota Central linked the downtowns with a circuitous route via Mendota in 1866. An 1871 timetable shows only a couple of pairs of "Minneapolis and St. Paul Accommodations" on the Milwaukee Road via Mendota and on the St. Paul & Pacific

(later GN). This reinforces the notion that suburban train service really got started in the 1880s.

The GN had the downtown-to-downtown market to itself until 1880, when the Milwaukee Road completed its Short Line. More competition followed in 1886, with completion of the Northern Pacific's "A" line between the cities, which featured commuter trains run by the Minneapolis & St. Louis. Each route hosted the main line trains of additional railroads, which added to the available frequency.

The downtown-to-downtown service consisted of two major components:

1. The long distance trains that usually ran non-stop.

2. Additional hourly "short line" trains that also served several intermediate stations.

The sheer frequency and speed of the non-stop long distance trains provided a very attractive level of service, provided that one was within a reasonable walk of the downtown depots.

During the 1880s, the Great Northern and Milwaukee each advertised hourly "Short Line" trains that made several stops between the downtowns. Even after the commuter runs disappeared, there was still frequent service downtown-to-downtown on the long distance trains. In 1917, there were 74 trips each way.

47 on the Great Northern mainline (GN, NP, CB&Q, CGW, C&NW)

21 on the Milwaukee Road's Short Line (CM&StP, Soo and CRI&P)

6 on the Northern Pacific's "A" Line (M&StL)

Long after the railroads stopped promoting the intercity service, railfans could enjoy mini-excursions between the downtowns for a couple of dollars. In 1969, close to the beginning of Amtrak, there were still 15 daily round trips.

Intermediate stations were located every mile or two. Travel times between the downtown ranged from 25 to 35 minutes. To maximize ridership and reduce harmful competition, the Milwaukee's trains left both cities on the hour, the Great Northern's on the half-hour. They were joined in 1886 by hourly Minneapolis & St. Louis short line trains via the newly opened Northern Pacific "A" Line, which left each downtown at 15 past the hour.

Because the three carriers' routes were geographically separated, they generally didn't compete for walk-up ridership except in the downtowns. The one exception was St. Anthony Park, where the GN and NP depots were a block apart. Away from the

downtowns, streetcar connections don't appear to be a factor in station location. GN's Rice Street and State University (Dinkytown) Stations were served by horsecars, but that's about it.

## Great Northern

Although the Great Northern enjoyed a monopoly between the downtowns from 1862 to 1880, it ran only a couple of Short Line round trips to supplement the long distance trains. Sometime around 1880, probably stimulated by the explosive growth of the cities, plus Milwaukee Road's opening of its own Short Line and hourly trains, the GN began running its own hourly service. For a short period, GN's trains made timed connections at St. Anthony Park with the Minnesota Transfer's trains to New Brighton.

During the summer months, some of the Short Line trains were extended to Lake Minnetonka, which was at the height of its national popularity. Special hourly trains ran from St. Paul and intermediate stations to Lake Minnetonka for 4th of July fireworks. Similarly, special trains ran from both downtowns to the State Fair.

The University Avenue Interurban streetcar line connecting the two downtowns opened on December 9, 1890. On December 21, the Minneapolis Tribune reported, "Employees of the short line trains and Vice President Clough of the Great Northern do not agree in regard to the effects of the electric service upon the short line passenger traffic. Mr. Clough says his company has not discovered any appreciable falling off, while both employees and passengers agree in the statement that travel between the two cities via the steam lines has been visibly reduced since the electric motors began operations."

The streetcars offered greater frequency (every ten minutes versus every 15-30 minutes for the steam

| MANITOBA SHORT LINE.       |         |                    |                   |                   |                   |          |       |                 |       |       |       |
|----------------------------|---------|--------------------|-------------------|-------------------|-------------------|----------|-------|-----------------|-------|-------|-------|
| MINNEAPOLIS TO ST. PAUL.   |         |                    |                   |                   |                   |          |       |                 |       |       |       |
| Corrected to Jan. 5, 1890. |         |                    |                   |                   |                   |          |       |                 |       |       |       |
| TRAIN.                     | Days.   | LEAVE MINNEAPOLIS. | East Minneapolis. | State University. | St. Anthony Park. | Hamline. | Como. | ABOVE ST. PAUL. |       |       |       |
| See Foot Note.             |         |                    |                   |                   |                   |          |       |                 |       |       |       |
| St. P. M. & M.             | Daily   | 6 25am             | 6 29              | 6 35              | 6 40              | 6 55     | 7 05  | 7 10            | 7 15  | 7 20  | 7 25  |
| Nor. Pac.                  | Daily   | 6 35 "             |                   |                   |                   |          |       |                 |       |       |       |
| East'n Minn.               | Daily   | 6 40 "             |                   |                   |                   |          |       |                 |       |       |       |
| C. B. & N.                 | Ex Sun. | 6 45 "             | 6 49              |                   |                   |          |       |                 |       |       |       |
| Soo Line                   | Daily   | 6 55 "             | 6 59              |                   |                   |          |       |                 |       |       |       |
| C. St. P. & K. C.          | Daily   | 7 05 "             | 7 09              |                   |                   |          |       |                 |       |       |       |
| St. P. M. & M.             | Daily   | 7 30 "             | 7 34              | 7 39              | 7 42              | 7 45     | 7 55  | 7 55            | 8 00  | 8 05  | 8 10  |
| do                         | Daily   | 8 30 "             | 8 34              | 8 35              | 8 39              | 8 42     | 8 45  | 8 55            | 8 55  | 9 00  | 9 05  |
| C. St. P. M. & O.          | Daily   | 8 53 "             |                   |                   |                   |          |       |                 |       |       |       |
| St. P. M. & M.             | Daily   | 9 00 "             | 9 05              |                   |                   |          |       |                 |       |       |       |
| C. St. P. M. & O.          | Ex Sun. | 9 20 "             | 9 24              |                   |                   |          |       |                 |       |       |       |
| St. P. M. & M.             | Daily   | 9 30 "             | 9 34              | 9 39              | 9 39              | 9 42     | 9 45  | 9 55            | 9 55  | 10 00 | 10 05 |
| do                         | Daily   | 10 30 "            | 10 34             | 10 39             | 10 39             | 10 42    | 10 45 | 10 55           | 10 55 | 11 00 | 11 05 |
| Ex Sun.                    | Ex Sun. | 10 45 "            | 10 49             |                   |                   |          |       |                 |       |       |       |
| do                         | Daily   | 11 30 "            | 11 34             | 11 39             | 11 39             | 11 42    | 11 45 | 11 55           | 11 55 | 12 00 | 12 05 |
| do                         | Daily   | 12 30pm            | 12 34             | 12 35             | 12 39             | 12 42    | 12 45 | 12 55           | 12 55 | 1 00  | 1 05  |
| Wis. Cent'l.               | Daily   | 12 45 "            | 12 49             |                   |                   |          |       |                 |       |       |       |
| St. P. M. & M.             | Daily   | 1 30 "             | 1 34              | 1 35              | 1 39              | 1 42     | 1 45  | 1 55            | 1 55  | 2 00  | 2 05  |
| C. St. P. M. & O.          | Daily   | 2 20 "             |                   |                   |                   |          |       |                 |       |       |       |
| St. P. M. & M.             | Daily   | 2 30 "             | 2 34              | 2 39              | 2 39              | 2 42     | 2 45  | 2 55            | 2 55  | 3 00  | 3 05  |
| do                         | Daily   | 3 30 "             | 3 34              | 3 35              | 3 39              | 3 42     | 3 45  | 3 55            | 3 55  | 4 00  | 4 05  |
| C. St. P. & K. C.          | Daily   | 4 15 "             | 4 19              |                   |                   |          |       |                 |       |       |       |
| St. P. M. & M.             | Daily   | 4 30 "             | 4 34              | 4 35              | 4 39              | 4 42     | 4 45  | 4 55            | 4 55  | 5 00  | 5 05  |
| Nor. Pac.                  | Daily   | 4 40 "             |                   |                   |                   |          |       |                 |       |       |       |
| St. P. M. & M.             | Daily   | 5 30 "             | 5 34              | 5 35              | 5 39              | 5 42     | 5 45  | 5 55            | 5 55  | 6 00  | 6 05  |
| do                         | Ex Sun. | 5 45 "             | 5 49              |                   |                   |          |       |                 |       |       |       |
| East'n Minn.               | Ex Sun. | 5 52 "             |                   |                   |                   |          |       |                 |       |       |       |
| St. P. M. & M.             | Ex Sun. | 6 00 "             | 6 04              |                   |                   | 6 15     |       | 6 30            | 6 30  | 6 35  | 6 40  |
| Nor. Pac.                  | Ex Sun. | 6 20 "             |                   |                   |                   |          |       | 6 45            | 6 45  | 6 50  | 6 55  |
| Wis. Cent'l.               | Daily   | 6 25 "             | 6 29              |                   |                   |          |       | 7 00            | 7 00  | 7 05  | 7 10  |
| St. P. M. & M.             | Daily   | 6 30 "             | 6 33              | 6 34              | 6 39              | 6 42     | 6 45  | 6 55            | 6 55  | 7 00  | 7 05  |
| C. St. P. M. & O.          | Daily   | 6 35 "             | 6 39              |                   |                   |          |       | 7 05            | 7 05  | 7 10  | 7 15  |
| C. B. & N.                 | Daily   | 6 40 "             | 6 44              |                   |                   |          |       | 7 10            | 7 10  | 7 15  | 7 20  |
| C. St. P. M. & O.          | Daily   | 6 50 "             | 6 54              |                   |                   |          |       | 7 20            | 7 20  | 7 25  | 7 30  |
| St. P. M. & M.             | Daily   | 7 00 "             | 7 04              | 7 04              |                   |          |       | 7 30            | 7 30  | 7 35  | 7 40  |
| St. P. M. & M.             | Daily   | 7 30 "             | 7 34              | 7 34              | 7 39              | 7 42     | 7 45  | 7 55            | 7 55  | 8 00  | 8 05  |
| do                         | Daily   | 8 30 "             | 8 34              | 8 35              | 8 39              | 8 42     | 8 45  | 8 55            | 8 55  | 9 00  | 9 05  |
| C. St. P. M. & O.          | Daily   | 9 00 "             | 9 04              |                   |                   |          |       | 9 10            | 9 10  | 9 15  | 9 20  |
| St. P. M. & M.             | Daily   | 10 30 "            | 10 34             | 10 34             | 10 39             | 10 42    | 10 45 | 10 55           | 10 55 | 11 00 | 11 05 |
| do                         | Daily   | 11 30 "            | 11 34             | 11 34             | 11 39             | 11 42    | 11 45 | 11 55           | 11 55 | 12 00 | 12 05 |

All tickets reading over St. P., M. & M. R'y between St. Paul and Minneapolis, are good on any of above trains, excepting that Commutation Tickets are not honored on Northern Pacific trains.

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| MANITOBA SHORT LINE.       |                 |                 |       |          |                   |                   |                   |                    |       |       |       |
|----------------------------|-----------------|-----------------|-------|----------|-------------------|-------------------|-------------------|--------------------|-------|-------|-------|
| ST. PAUL TO MINNEAPOLIS.   |                 |                 |       |          |                   |                   |                   |                    |       |       |       |
| Corrected to Jan. 5, 1890. |                 |                 |       |          |                   |                   |                   |                    |       |       |       |
| TRAIN.                     | Days.           | LEAVE ST. PAUL. | Como. | Hamline. | St. Anthony Park. | State University. | East Minneapolis. | ABOVE MINNEAPOLIS. |       |       |       |
| See Foot Note.             |                 |                 |       |          |                   |                   |                   |                    |       |       |       |
| C. St. P. M. & O. . . . .  | Daily . . . . . | 7 05am          |       |          |                   |                   |                   |                    |       |       |       |
| St. P. M. & M. . . . .     | Daily . . . . . | 7 30 "          | 7 37  | 7 41     | 7 48              | 7 48              | 7 50              | 7 53               | 7 56  | 7 59  | 8 03  |
| C. St. P. M. & O. . . . .  | Daily . . . . . | 7 35 "          |       |          |                   |                   |                   |                    |       |       |       |
| C. St. P. & K. C. . . . .  | Daily . . . . . | 7 40 "          |       |          |                   |                   |                   |                    |       |       |       |
| C. St. P. M. & O. . . . .  | Daily . . . . . | 7 50 "          |       |          |                   |                   |                   |                    |       |       |       |
| C. B. & N. . . . .         | Daily . . . . . | 7 55 "          |       |          |                   |                   |                   |                    |       |       |       |
| Wis. Cent'l. . . . .       | Daily . . . . . | 8 00 "          |       |          |                   |                   |                   |                    |       |       |       |
| St. P. M. & M. . . . .     | Ex Sun. . . . . | 8 10 "          |       | 8 21     |                   |                   |                   |                    |       |       |       |
| Nor. Pac. . . . .          | Ex Sun. . . . . | 8 15 "          |       |          |                   |                   |                   |                    |       |       |       |
| St. P. M. & M. . . . .     | Ex Sun. . . . . | 8 20 "          |       |          |                   |                   |                   |                    |       |       |       |
| do . . . . .               | Daily . . . . . | 8 30 "          | 8 37  | 8 41     | 8 48              | 8 48              | 8 50              | 8 53               | 8 56  | 8 59  | 9 03  |
| do . . . . .               | Daily . . . . . | 9 30 "          | 9 37  | 9 41     | 9 48              |                   | 9 50              | 9 53               | 9 56  | 9 59  | 10 03 |
| C. St. P. & K. C. . . . .  | Daily . . . . . | 10 20 "         |       |          |                   |                   |                   |                    |       |       |       |
| St. P. M. & M. . . . .     | Daily . . . . . | 10 30 "         | 10 37 | 10 41    | 10 48             |                   | 10 50             | 10 53              | 10 56 | 10 59 | 11 03 |
| do . . . . .               | Daily . . . . . | 11 30 "         | 11 37 | 11 41    | 11 48             |                   | 11 50             | 11 53              | 11 56 | 11 59 | 12 03 |
| do . . . . .               | Daily . . . . . | 12 30pm         | 12 37 | 12 41    | 12 48             | 12 48             | 12 50             | 12 53              | 12 56 | 12 59 | 1 03  |
| do . . . . .               | Daily . . . . . | 1 30 "          | 1 37  | 1 41     | 1 48              | 1 48              | 1 50              | 1 53               | 1 56  | 1 59  | 2 03  |
| C. St. P. & K. C. . . . .  | Daily . . . . . | 1 50 "          |       |          |                   |                   |                   |                    |       |       |       |
| St. P. M. & O. . . . .     | Daily . . . . . | 1 55 "          |       |          |                   |                   |                   |                    |       |       |       |
| St. P. M. & M. . . . .     | Daily . . . . . | 2 30 "          | 2 37  | 2 41     | 2 48              |                   | 2 50              | 2 53               | 2 56  | 2 59  | 3 03  |
| C. B. & N. . . . .         | Ex Sun. . . . . | 3 10 "          |       |          |                   |                   |                   |                    |       |       |       |
| St. P. M. & M. . . . .     | Daily . . . . . | 3 30 "          | 3 37  | 3 41     | 3 48              |                   | 3 50              | 3 53               | 3 56  | 3 59  | 4 03  |
| do . . . . .               | Ex Sun. . . . . | 3 40 "          |       |          |                   |                   |                   |                    |       |       |       |
| Wis. Cent'l. . . . .       | Daily . . . . . | 3 50 "          |       |          |                   |                   |                   |                    |       |       |       |
| East'n Minn. . . . .       | Ex Sun. . . . . | 4 00 "          |       |          |                   |                   |                   |                    |       |       |       |
| Nor. Pac. . . . .          | Daily . . . . . | 4 15 "          |       |          |                   |                   |                   |                    |       |       |       |
| St. P. M. & M. . . . .     | Daily . . . . . | 4 30 "          | 4 37  | 4 41     | 4 48              |                   | 4 50              | 4 53               | 4 56  | 4 59  | 5 03  |
| do . . . . .               | Daily . . . . . | 5 00 "          |       |          |                   |                   |                   |                    |       |       |       |
| do . . . . .               | Daily . . . . . | 5 30 "          | 5 37  | 5 41     | 5 48              | 5 48              | 5 50              | 5 53               | 5 56  | 5 59  | 6 03  |
| C. St. P. M. & O. . . . .  | Ex Sun. . . . . | 6 10 "          |       |          |                   |                   |                   |                    |       |       |       |
| St. P. M. & M. . . . .     | Daily . . . . . | 6 30 "          | 6 37  | 6 41     | 6 48              | 6 48              | 6 50              | 6 53               | 6 56  | 6 59  | 7 03  |
| Soo Line . . . . .         | Daily . . . . . | 6 40 "          |       |          |                   |                   |                   |                    |       |       |       |
| C. St. P. M. & O. . . . .  | Daily . . . . . | 7 10 "          |       |          |                   |                   |                   |                    |       |       |       |
| C. St. P. & K. C. . . . .  | Daily . . . . . | 7 20 "          |       |          |                   |                   |                   |                    |       |       |       |
| St. P. M. & M. . . . .     | Daily . . . . . | 7 30 "          | 7 37  | 7 41     | 7 48              |                   | 7 50              | 7 53               | 7 56  | 7 59  | 8 03  |
| Nor. Pac. . . . .          | Daily . . . . . | 8 00 "          |       |          |                   |                   |                   |                    |       |       |       |
| St. P. M. & M. . . . .     | Daily . . . . . | 8 10 "          |       |          |                   |                   |                   |                    |       |       |       |
| do . . . . .               | Daily . . . . . | 8 30 "          | 8 37  | 8 41     | 8 44              |                   | 8 50              | 8 53               | 8 56  | 8 59  | 9 03  |
| do . . . . .               | Daily . . . . . | 9 30 "          | 9 37  | 9 41     | 9 44              |                   | 9 50              | 9 53               | 9 56  | 9 59  | 10 03 |
| East'n Minn. . . . .       | Daily . . . . . | 10 45 "         |       |          |                   |                   |                   |                    |       |       |       |
| St. P. M. & M. . . . .     | Daily . . . . . | 11 30pm         | 11 37 | 11 41    | 11 44             |                   | 11 50             | 11 53              | 11 56 | 11 59 | 12 03 |

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trains), and a much lower fare (5 cents for the streetcar, 30 cents for the steam trains). The trains were faster, but the streetcars' many stops brought them closer to more passengers. Four months later, in April 1891, the Tribune saw a clear trend. "That the railway companies operating short line trains between Minneapolis and St. Paul must do something to cut down expenses in order to meet the loss caused by the successful working of the interurban electric line, is now admitted by the officials themselves, who take no pains to conceal the fact that the trains are not more than paying expenses, by reason of the decreased number of passengers...The officials of the Milwaukee Road, which is really at the mercy of the Great Northern, are now conferring with the managers of that road with a view of taking off some eight or ten of the local trains between the two cities."

In August 1892, the railroads cut their fares almost in half, but it wasn't enough. Soon the short line trains were gone, along with most of the intermediate stations. The once-daily

St. Paul-Hutchinson locals continued to stop at the Como and Hamline stations until at least 1910. The St. Anthony Park station was moved a block away and survives as a house.

The impact of the Interurban streetcar is clear from these timetables. In 1890, hourly Short Line trains (labeled "do") served the intermediate stations, along with selected long distance trains. By 1894 the Short Line trains were gone, and the intermediate stations had only minimal service. However, the summer Lake Minnetonka trains (with steamboat connections noted) continued run from St. Paul.

#### Milwaukee Road via Mendota

Before 1880, this was the Milwaukee Road's circuitous mainline between the downtowns. According to the 1879 schedule, most of the trains were long distance, supplemented with three Minneapolis-St. Paul locals. After the Short Line was built, apparently there was a need to continue a minimal service to handle passengers between intermediate points on the old route. It appears in the timetable as the

"Minnehaha Trains" suburban service, and as a through route between the downtowns. Later the service was provided entirely by the four daily long distance trains on the line to Austin, MN and Iowa. When these trains from southern Minnesota reached Mendota, three of them split off St. Paul and Minneapolis sections. The fourth ran only to Minneapolis. On the way to St. Paul, they stopped at Chestnut Street. On the way to Minneapolis, they served Ft. Snelling, Minnehaha Park, Lake Street and South Minneapolis (Short Line Junction). Twice daily, the St. Paul and Minneapolis sections made connections of 10-40 minutes at Mendota, making through trips between the cities possible, but not very convenient. Streetcar service from Minneapolis to Minnehaha Park in 1891 and Fort Snelling in 1905 supplanted any commuter service, but long distance trains continued to stop at Minnehaha Park. The 1910 Official Guide shows three trains each way stopping at Minnehaha. They were gone by 1926.

#### Milwaukee Road via Short Line

The 1880 opening of the Short Line not only shifted most of the company's trains away from the longer Mendota route, it began a head-to-head competition with the Great Northern. Service increased to hourly, supplemented by long distance trains, some of which stopped at some of the nine intermediate stations. The good times lasted until 1890, when the cities

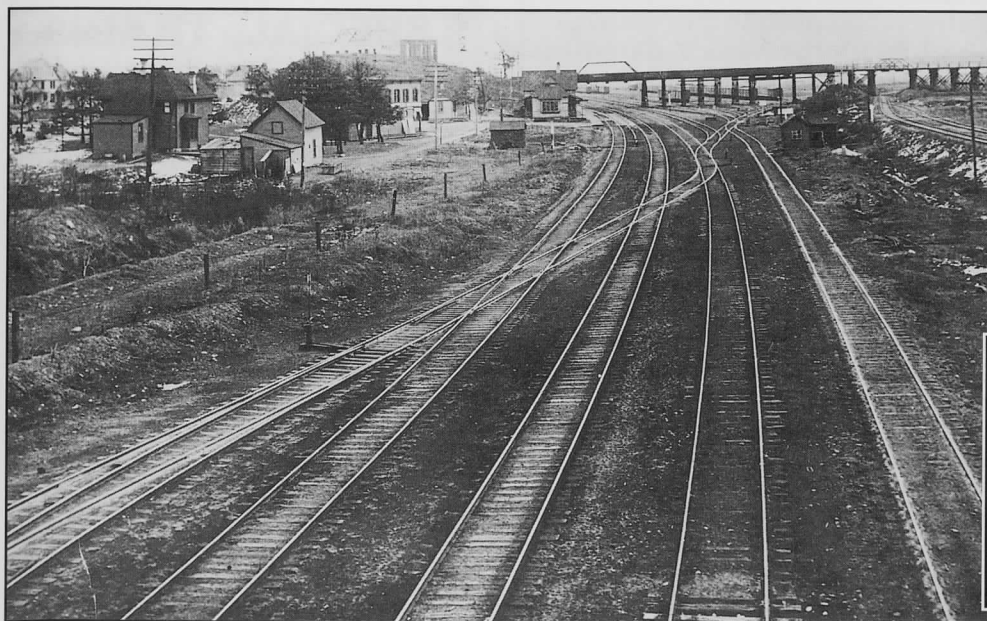
| ADDITIONAL ST. PAUL AND MINNEAPOLIS TRAINS.<br>Via Fort Snelling and Minnehaha. |       |     |                       |     |       |       |  |  |  |  |  |
|---------------------------------------------------------------------------------|-------|-----|-----------------------|-----|-------|-------|--|--|--|--|--|
| No 43                                                                           | No 33 | Mls | October 26, 1884.     | Mls | No 34 | No 42 |  |  |  |  |  |
| P M                                                                             | A M   |     |                       |     | A M   | P M   |  |  |  |  |  |
| 6 55                                                                            | 9 45  | 0   | lv. St. Paul          | 15  | 9 23  | 5 28  |  |  |  |  |  |
| 6 00                                                                            | 9 45  | 1   | lv. East Side House   | 14  | 9 17  | 5 22  |  |  |  |  |  |
| 6 09                                                                            | 9 54  | 3   | lv. Bridge Switch     | 12  | 9 08  | 5 13  |  |  |  |  |  |
| 6 15                                                                            | 10 01 | 5   | lv. Elevator Junction | 10  | 9 02  | 5 07  |  |  |  |  |  |
| 6 17                                                                            | 10 12 | 6   | lv. St. Paul Junc.    | 9   | 9 00  | 5 05  |  |  |  |  |  |
| 6 22                                                                            | 10 17 | 7   | lv. Draw Bridge       | 8   |       |       |  |  |  |  |  |
| 6 30                                                                            | 10 23 | 10  | lv. Fort Snelling     | 8   | 8 48  | 4 54  |  |  |  |  |  |
| 6 37                                                                            | 10 39 | 13  | lv. Minnehaha         | 5   | 8 40  | 4 47  |  |  |  |  |  |
| 6 40                                                                            | 10 35 | 13  | lv. South Minneapolis | 3   | 8 33  | 4 40  |  |  |  |  |  |
| 6 50                                                                            | 10 45 | 15  | lv. Short Line Jct.   | 2   | 8 30  | 4 38  |  |  |  |  |  |
| P M                                                                             | A M   |     | lv. Minneapolis       | 0   | 8 20  | 4 30  |  |  |  |  |  |

**In 1884, after the 1880 opening of the Short Line, the Milwaukee Road maintained two daily round trips via Mendota that were timed for commuters.**

were linked by electric streetcars on University Avenue.

Schedules, from before and after 1890 show the impact of the streetcars. The 1885 schedule shows hourly service, 20 trains in all. This doesn't include the long distance trains. In the 1892 table, this is reduced to 12 trains, and some of those are long distance. Specifically, the eastbound service is supplemented by a number of long distance trains, but only one appears in the westbound schedule. This is probably because eastbound long distance trains originated in Minneapolis and could be expected to depart on time, whereas commuters couldn't count on westbounds that had left Chicago 400 miles earlier. The only exception is the Fast Mail in the westbound 11 PM time slot. In any event, it shows that the streetcars were making inroads. Milwaukee gave up the Short Line trains soon thereafter.

Special events could lead to extra trains, as reported in 1881 in the Minneapolis Tribune. "An opera train is the next accommodation the Milwaukee & St. Paul company will tender the public. Extra trains will be run over the Short Line after the opera each night next week—the first three nights from St. Paul to Minneapolis and the last three nights from Minneapolis to St. Paul."



**For a short time St. Anthony Park station was the connecting point for New Brighton trains that used the Minnesota Belt Line (later Minnesota Transfer) tracks that cross in the foreground. The station survives as a house nearby. Ramsey County Historical Society, courtesy of Minnesota Transportation Museum.**

## MILWAUKEE SHORT LINE.

### ST. PAUL TO MINNEAPOLIS.

| LEAVE<br>ST. PAUL, | Chestnut St. | Murray Hill | Ridgewood<br>Park | Macalester | Merriam Pk | Denoyer<br>Park | South<br>Minneapolis | Arrive<br>Minneapolis. |
|--------------------|--------------|-------------|-------------------|------------|------------|-----------------|----------------------|------------------------|
| Ex Sunday.....     | 7 00 am      | 7 03        | 7 06              | 7 08       | 7 14       | 7 16            | 7 24                 | 7 30                   |
| Daily.....         | 7 40 am      | 7 43        | 7 46              | 7 48       | 7 54       | 7 56            | 8 04                 | 8 10                   |
| do.....            | 8 00 am      | 8 03        | 8 06              | 8 08       | 8 14       | 8 16            | 8 24                 | 8 30                   |
| do.....            | 9 00 am      | 9 03        | 9 06              | 9 08       | 9 14       | 9 16            | 9 24                 | 9 30                   |
| do.....            | 10 00 am     | 10 03       | 10 06             | 10 08      | 10 14      | 10 16           | 10 24                | 10 30                  |
| do.....            | 10 30 am     | 10 33       | 10 36             | 10 38      | 10 44      | 10 46           | 10 54                | 11 00                  |
| Ex Sunday.....     | 11 00 am     | 11 03       | 11 06             | 11 08      | 11 14      | 11 16           | 11 24                | 11 30                  |
| Daily.....         | 11 00 am     | 11 03       | 11 06             | 11 08      | 11 14      | 11 16           | 11 24                | 11 30                  |
| do.....            | 12 00 m      | 12 03       | 12 06             | 12 08      | 12 14      | 12 16           | 12 24                | 12 30                  |
| do.....            | 1 00 pm      | 1 03        | 1 05              | 1 07       | 1 10       | 1 12            | 1 14                 | 1 19                   |
| do.....            | 2 00 pm      | 2 03        | 2 05              | 2 07       | 2 10       | 2 12            | 2 19                 | 2 25                   |
| do.....            | 2 05 pm      | 2 08        | 2 10              | 2 12       | 2 15       | 2 17            | 2 25                 | 2 30                   |
| do.....            | 3 00 pm      | 3 03        | 3 05              | 3 07       | 3 10       | 3 12            | 3 14                 | 3 19                   |
| do.....            | 3 25 pm      | 3 28        | 3 30              | 3 32       | 3 35       | 3 37            | 3 45                 | 3 50                   |
| do.....            | 4 00 pm      | 4 03        | 4 05              | 4 07       | 4 10       | 4 12            | 4 19                 | 4 25                   |
| do.....            | 5 00 pm      | 5 03        | 5 06              | 5 08       | 5 14       | 5 16            | 5 24                 | 5 30                   |
| do.....            | 6 00 pm      | 6 03        | 6 06              | 6 08       | 6 14       | 6 16            | 6 24                 | 6 30                   |
| do.....            | 7 00 pm      | 7 03        | 7 06              | 7 08       | 7 14       | 7 16            | 7 24                 | 7 30                   |
| do.....            | 7 15 pm      | 7 18        | 7 20              | 7 22       | 7 25       | 7 27            | 7 39                 | 7 45                   |
| do.....            | 8 00 pm      | 8 03        | 8 06              | 8 08       | 8 14       | 8 16            | 8 24                 | 8 30                   |
| do.....            | 10 00 pm     | 10 03       | 10 06             | 10 08      | 10 14      | 10 16           | 10 24                | 10 30                  |
| Ex Sunday.....     | 11 10 pm     | 11 13       | 11 16             | 11 18      | 11 24      | 11 26           | 11 34                | 11 40                  |
| Daily.....         | 11 30 pm     | 11 33       | 11 36             | 11 38      | 11 44      | 11 46           | 11 54                | 12 00                  |

### MINNEAPOLIS TO ST. PAUL.

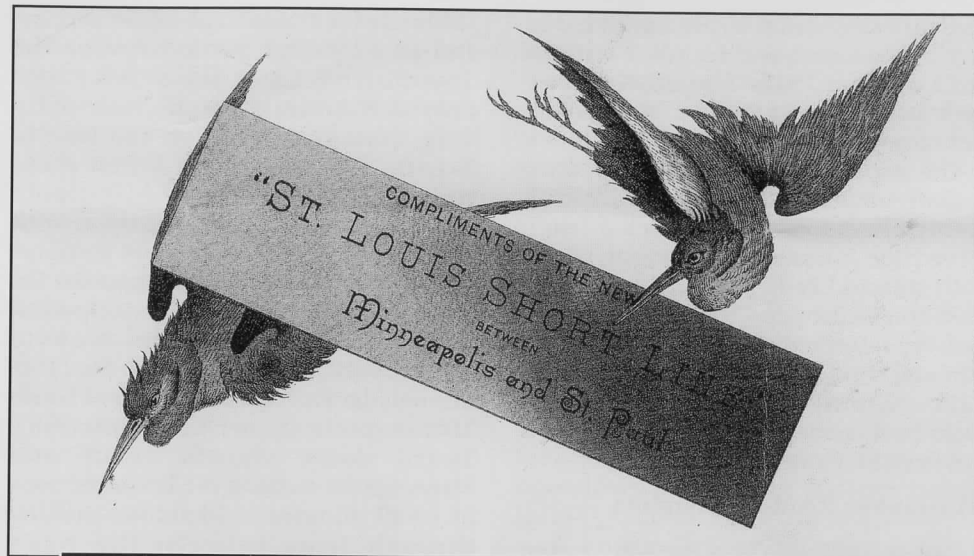
| LEAVE<br>MINNEAPOLIS, | South<br>Minneapolis | Denoyer<br>Park | Merriam Pk | Macalester | Ridgewood<br>Park | Murray Hill | Chestnut St. | Arrive<br>St. Paul. |
|-----------------------|----------------------|-----------------|------------|------------|-------------------|-------------|--------------|---------------------|
| Ex Sunday.....        | 6 45 am              | 6 51            | 6 57       | 7 00       | 7 06              | 7 12        | 7 20         | 7 30                |
| Daily.....            | 7 00 am              | 7 06            | 7 12       | 7 14       | 7 20              | 7 26        | 7 34         | 7 40                |
| do.....               | 8 00 am              | 8 06            | 8 12       | 8 14       | 8 20              | 8 26        | 8 34         | 8 40                |
| do.....               | 9 00 am              | 9 06            | 9 12       | 9 14       | 9 20              | 9 26        | 9 34         | 9 40                |
| do.....               | 10 00 am             | 10 06           | 10 12      | 10 14      | 10 20             | 10 26       | 10 34        | 10 40               |
| do.....               | 11 00 am             | 11 06           | 11 12      | 11 14      | 11 20             | 11 26       | 11 34        | 11 40               |
| do.....               | 12 00 m              | 12 06           | 12 12      | 12 14      | 12 20             | 12 26       | 12 34        | 12 40               |
| do.....               | 1 00 pm              | 1 06            | 1 12       | 1 14       | 1 20              | 1 26        | 1 34         | 1 40                |
| do.....               | 2 00 pm              | 2 06            | 2 12       | 2 14       | 2 20              | 2 26        | 2 34         | 2 40                |
| do.....               | 2 20 pm              | 2 26            | 2 32       | 2 34       | 2 40              | 2 46        | 2 54         | 3 00                |
| do.....               | 3 00 pm              | 3 06            | 3 12       | 3 14       | 3 20              | 3 26        | 3 34         | 3 40                |
| do.....               | 4 00 pm              | 4 06            | 4 12       | 4 14       | 4 20              | 4 26        | 4 34         | 4 40                |
| do.....               | 4 30 pm              | 4 36            | 4 42       | 4 44       | 4 50              | 4 56        | 5 04         | 5 10                |
| Ex Sunday.....        | 5 00 pm              | 5 06            | 5 12       | 5 14       | 5 20              | 5 26        | 5 34         | 5 40                |
| do.....               | 6 00 pm              | 6 06            | 6 12       | 6 14       | 6 20              | 6 26        | 6 34         | 6 40                |
| do.....               | 6 10 pm              | 6 16            | 6 22       | 6 24       | 6 30              | 6 36        | 6 44         | 6 50                |
| Daily.....            | 6 50 pm              | 6 56            | 7 02       | 7 04       | 7 10              | 7 16        | 7 24         | 7 30                |
| do.....               | 7 00 pm              | 7 06            | 7 12       | 7 14       | 7 20              | 7 26        | 7 34         | 7 40                |
| do.....               | 8 00 pm              | 8 06            | 8 12       | 8 14       | 8 20              | 8 26        | 8 34         | 8 40                |
| do.....               | 10 00 pm             | 10 06           | 10 12      | 10 14      | 10 20             | 10 26       | 10 34        | 10 40               |
| do.....               | 11 30 pm             | 11 36           | 11 40      | 11 42      | 11 44             | 11 50       | 11 52        | 12 00               |

The Milwaukee Road's Short Line  
trains were still in full flower in 1890.

By 1917, there were no commuter trains, and all the intermediate stations had been eliminated, except for Merriam Park, which saw one daily train stop on its way to/from St. Paul. There were still 21 long distance trains each way connecting the downtowns.

### Northern Pacific/Minneapolis & St. Louis

The Northern Pacific constructed a new mainline between Minneapolis and St. Paul during the period 1883-1886. It built the intermediate depots listed above, but did not operate local commuter trains. That fell to trackage rights tenant Minneapolis & St.



This greeting card announced the opening, schedule and intermediate stations of the "St. Louis Short Line", Minneapolis & St. Louis trains that ran between the downtowns over the new Northern Pacific "A" line beginning in 1886. Minnesota Historical Society collection.

## \* Entre Nous. \*

A NY lady or gentleman patronizing the new "St. Louis Short Line," recently opened between the Twin Cities, will be delighted with the natural beauty of the scenery through which the road runs.

Leaving Minneapolis, it crosses the Mississippi River on a Double Track Steel Bridge, passes near the State University Grounds, through Prospect Park, St. Anthony Park, Hamline and Warrendale, (at which points depots are located) skirts the pretty shores of Lake Como, halting at Como Avenue and Rice Street, before entering St. Paul. From the depot on Broadway, foot of Fourth Street, St. Paul Street Cars leave every few minutes for all parts of the City.

Trains leave Third Street Depot, (Corner Fourth Avenue North) Minneapolis, every hour from 6:15 a. m. until 6:15 p. m., daily, (except Sunday) and on Sundays at 8:15 a. m. and hourly thereafter until 6:15 p. m.; all street cars on Washington Avenue run within one block of Depot. Time from Tenth Avenue South (Second Street) Depot is six minutes later than Third Street time. Returning, trains leave Broadway depot, St. Paul, same hours as from Third Street Depot, Minneapolis.

Louis, which leased the depots and began hourly service from 6:15 AM to 6:15 PM on September 6, 1886. Interestingly, it didn't use the St. Paul Union Depot. Instead, the Short Line trains terminated at a depot carved out

of the NP's St. Paul freight house, just east of 4th Street and Broadway in Lowertown.

M&StL withdrew its Short Line trains on October 1, 1892. In 1893, all the depots were closed and either sold

or rented, except for St. Anthony Park and University. Although this line experienced streetcar competition to downtown St. Paul, direct streetcar service to Minneapolis didn't happen until the Como-Harriet opened in 1898.

### Wisconsin Central (Minnesota Belt Line Railway & Transfer), St. Anthony Park-New Brighton

For a short time in the 1890s, passenger trains to New Brighton ran over the newly constructed Minnesota Belt Line Railway from a connection with the GN's Short Line trains at St. Anthony Park. This was a rare service that didn't terminate in one of the downtowns.

Although the trains ran over the Minnesota Belt Line, this 1891 timetable credits Wisconsin Central with the service. Note the Great Northern's connecting trains from the two downtowns to the St. Anthony Park station.

## SPECIAL TRAINS

Will be run during the week from St. Paul and Minneapolis direct to the Passenger station at the

## STATE FAIR GROUNDS!

VIA THE NEW SHORT LINE OF THE  
Minneapolis & St. Louis Railway.

### REMEMBER THE DEPOTS.

MINNEAPOLIS: Third Street and Fourth Avenue north,  
Tenth Avenue south and Second Street,  
University Avenue.

ST. PAUL: Broadway, foot of Fourth Street,  
General Office Building Northern Pacific Railroad.

Trains Leave St. Paul 8:30, 9:30, 10:30, 11:30 a. m.; 12:30, 1:30, 2:30, 3:30, 4:30 and 5:45 p. m.

Leave Minneapolis (Third St. Depot) 8:30, 9:05, 9:30, 10:30, 11:30, 12:30 a. m.; 1:30, 2:30, 3:30 and 4:30 p. m., and from Tenth Av. Depot six minutes later in each case.

Returning, leave Fair Grounds at 9 a. m. and every hour thereafter until 6 p. m.; 6:30 and 7 p. m.

Fare, from St. Paul and Minneapolis: One way, 20c; Round Trip, 25c.

The State Fair merited special trains  
that unloaded on the spur track on the  
south side of Como Avenue.



# **WISCONSIN CENTRAL LINES**

Northern Pacific Railroad Co. (Lessee.)

## **TWIN CITY STOCK YARDS TRAINS.**

| Ex. Sun | Ex. Sun | Ex. Sun | Ex. Sun | Ex. Sun | STATIONS.         | Ex. Sun | Ex. Sun | Ex. Sun | Ex. Sun | Ex. Sun |
|---------|---------|---------|---------|---------|-------------------|---------|---------|---------|---------|---------|
| pm      | pm      | am      | am      | am      |                   | am      | am      | am      | am      | pm      |
| 6 30    | 2 30    | 11 30   | 9 30    | 7 30    | Lv. #St. Paul, Ar | 7 55    | 9 55    | 11 55   | 2 55    | 5 55    |
| 6 30    | 2 30    | 11 30   | 9 30    | 7 30    | ..#Minneapolis..  | 7 55    | 9 55    | 11 55   | 2 55    | 5 55    |
| 6 50    | 2 50    | 11 50   | 9 50    | 7 50    | St. Anthony Park  | 7 30    | 9 30    | 11 30   | 2 30    | 5 30    |
| 7 07    | 3 06    | 12 06   | 10 06   | 8 06    | New Brighton..    | 7 13    | 9 13    | 11 13   | 2 13    | 5 16    |
| 7 15    | 3 10    | 12 10   | 10 10   | 8 10    | ArStockYardsLv    | 7 10    | 9 10    | 11 10   | 2 10    | 5 00    |

\*Via Great Northern Railway. Union Depots in both cities.  
Trains to and from St. Anthony Park connect with Great Northern Short Line trains running to and from St. Paul and Minneapolis.

Twin City

Stock Yards,

NEW BRIGHTON, MINN. . . .

The Best Cattle Market West of Chicago.

CONVENIENT TO ST. PAUL AND MINNEAPOLIS.

H. E. BARBER,  
MANAGER.

≡

Lake Superior & Mississippi/St. Paul & Duluth/Northern Pacific  
Minneapolis-White Bear  
St. Paul-White Bear-Mahtomedi-Stillwater

One of the longest-lived suburban services was the NP (originally Lake Superior & Mississippi, then St. Paul & Duluth, then NP) suburban trains to White Bear Lake, Stillwater and Taylors Falls. This service was rather complex. In 1871, the Lake Superior and Mississippi built from St. Paul through White Bear to Duluth. It also built the Minneapolis & Duluth from Minneapolis to White Bear Lake and the Stillwater & St. Paul from White Bear to Stillwater. Together they created an "X", with the St. Paul-Duluth line intersecting the Minneapolis-Stillwater

line at White Bear. To add to the complexity, the branch from Wyoming to Taylors Falls was considered within the commuter zone, and multi-ride tickets could be purchased from its stations.

This created several route combinations. Sometimes the main line trains ran directly to Minneapolis from White Bear, sometimes to St. Paul. Sometimes they bypassed the M&D and traveled to Minneapolis via St. Paul. The once-or-twice-daily Taylors Falls trains served all the suburban stops south of Hugo. Some trains on the Stillwater branch ran through to St. Paul, some through to Minneapolis, while others transferred passengers to main line trains at White Bear. Some trains on the Stillwater line only shuttled between Mahtomedi and White Bear.

According to Richard Thompson's authoritative book on the Taylors Falls branch, direct passenger service over the M&D between Minneapolis and White Bear Lake lasted until 1900. An 1880 timetable shows two daily round trips between Minneapolis and Stillwater via the M&D. This increases to ten daily in 1886. One 1888 schedule has surfaced showing intermediate stations.

TCRT extended streetcar service to Mahtomedi in 1891 and White Bear Lake in 1904. Normally this would be the kiss of death for the suburban trains, but the Northern Pacific kept running because it was much faster (23-30 minutes versus 62 minutes for TCRT from White Bear, 35-40 minutes versus 53 for TCRT from Mahtomedi) and because it exclusively served the lake's north shore with closely spaced stops.

Suburban trains continued well into the 1920s. In the 1920 timetable, service levels increased to three pairs of Taylors Falls trains. Stillwater service was reduced from six trains to four, but eight White Bear-Mahtomedi turns were added, for a net increase in



Ash Street, located about 1.5 miles south of White Bear Lake, offered the minimum in station facilities. White Bear Lake was the transfer point between NP mainline trains and the Stillwater branch. Northern Pacific photo, Minnesota Transportation Museum collection.



service around the north end of White Bear Lake from six trains to 12. Three of the Mahtomedi trains ran through to St. Paul, while the Stillwater trains all ended in White Bear. A series of 1928 right of way photos show intact stations at several locations.

## **Wisconsin Central, St. Paul-North St. Paul-Stillwater**

The Wisconsin Central ran suburban service from St. Paul to multiple

stations in North St. Paul for at least 1887-1891. During a brief period when it was controlled by the Northern Pacific (1890-1893), all four pairs of North St. Paul trains were extended to Stillwater via the NP connection at Duluth Junction. They appear in an 1891 timetable. Running time was 45-50 minutes one-way, compared to 45 for the Omaha and 65-70 for NP's own trains via White Bear.

The steam-powered narrow gauge





In 1925, pioneer rail photographer Helmut Kroening caught a Northern Pacific suburban at Gloster, where the Northern Pacific crossed the Wisconsin Central in Maplewood. Minnesota Historical Society collection.



NP commuter trains directly competed with streetcars at Mahtomedi. However, the suburban trains held their own by being considerably faster.

| <div>   </div> |       |          |       |          |       |          |       |          |       |          |       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------|-------|----------|-------|----------|-------|----------|-------|----------|-------|
| SUBURBAN TIME TABLE                                                                                                                                                                |       |          |       |          |       |          |       |          |       |          |       |
| Between ST. PAUL and MINNEAPOLIS to WHITE BEAR LAKE and STILLWATER                                                                                                                 |       |          |       |          |       |          |       |          |       |          |       |
| LEAVE AS FOLLOWS.                                                                                                                                                                  |       |          |       |          |       |          |       |          |       |          |       |
|                                                                                                                                                                                    | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily |
| Lv. Minneapolis St. P. & D. R. R.                                                                                                                                                  | A. M. | A. M.    | A. M. | A. M.    | P. M. | P. M.    | P. M. | P. M.    | P. M. | P. M.    | P. M. |
| Lv. Minneapolis C. M. & St. P. R. Y.                                                                                                                                               | 7:30  | 11:30    | 1:30  | 4:00     | 6:30  | 8:30     | 10:30 | 12:30    | 2:30  | 4:30     | 6:30  |
| Lv. Minneapolis St. P. M. & M. R. Y.                                                                                                                                               | 7:30  | 11:30    | 1:30  | 4:00     | 6:30  | 8:30     | 10:30 | 12:30    | 2:30  | 4:30     | 6:30  |
| Lv. St. Paul                                                                                                                                                                       | 8:20  | 12:10    | 2:10  | 4:40     | 7:10  | 9:10     | 11:10 | 1:10     | 3:10  | 5:10     | 7:10  |
| Lv. East Seventh Street                                                                                                                                                            | 8:30  | 12:20    | 2:20  | 4:50     | 7:20  | 9:20     | 11:20 | 1:20     | 3:20  | 5:20     | 7:20  |
| Lv. Gladstone                                                                                                                                                                      | 8:35  | 12:25    | 2:25  | 4:55     | 7:25  | 9:25     | 11:25 | 1:25     | 3:25  | 5:25     | 7:25  |
| Lv. Cottage Park                                                                                                                                                                   | 8:40  | 12:30    | 2:30  | 5:00     | 7:30  | 9:30     | 11:30 | 1:30     | 3:30  | 5:30     | 7:30  |
| Lv. White Bear                                                                                                                                                                     | 8:45  | 12:35    | 2:35  | 5:05     | 7:35  | 9:35     | 11:35 | 1:35     | 3:35  | 5:35     | 7:35  |
| Lv. Dellwood                                                                                                                                                                       | 8:50  | 12:40    | 2:40  | 5:10     | 7:40  | 9:40     | 11:40 | 1:40     | 3:40  | 5:40     | 7:40  |
| Lv. Mahtomedi                                                                                                                                                                      | 8:55  | 12:45    | 2:45  | 5:15     | 7:45  | 9:45     | 11:45 | 1:45     | 3:45  | 5:45     | 7:45  |
| Ar. Stillwater                                                                                                                                                                     | 9:00  | 12:50    | 2:50  | 5:20     | 7:50  | 9:50     | 11:50 | 1:50     | 3:50  | 5:50     | 7:50  |
| A. M. A. M. P. M. P. M. P. M. P. M. P. M. P. M.                                                                                                                                    |       |          |       |          |       |          |       |          |       |          |       |
| STILLWATER AND WHITE BEAR LAKE TO MINNEAPOLIS AND ST. PAUL.                                                                                                                        |       |          |       |          |       |          |       |          |       |          |       |
| LEAVE AS FOLLOWS.                                                                                                                                                                  |       |          |       |          |       |          |       |          |       |          |       |
|                                                                                                                                                                                    | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily |
| Lv. Stillwater                                                                                                                                                                     | A. M. | A. M.    | A. M. | A. M.    | P. M. | P. M.    | P. M. | P. M.    | P. M. | P. M.    | P. M. |
| Lv. Mahtomedi                                                                                                                                                                      | 7:45  | 10:10    | 2:05  | 4:30     | 6:00  | 8:00     | 10:00 | 12:00    | 2:00  | 4:00     | 6:00  |
| Lv. Dellwood                                                                                                                                                                       | 8:07  | 10:32    | 2:27  | 4:52     | 6:22  | 8:22     | 10:22 | 12:22    | 2:22  | 4:22     | 6:22  |
| Lv. White Bear                                                                                                                                                                     | 8:10  | 10:35    | 2:30  | 4:55     | 6:25  | 8:25     | 10:25 | 12:25    | 2:25  | 4:25     | 6:25  |
| Lv. Cottage Park                                                                                                                                                                   | 8:20  | 10:45    | 2:40  | 5:05     | 6:35  | 8:35     | 10:35 | 12:35    | 2:35  | 4:35     | 6:35  |
| Lv. Gladstone                                                                                                                                                                      | 8:35  | 11:00    | 2:55  | 5:20     | 6:50  | 8:50     | 10:50 | 12:50    | 2:50  | 4:50     | 6:50  |
| Lv. East Seventh Street                                                                                                                                                            | 8:40  | 11:05    | 3:00  | 5:25     | 6:55  | 8:55     | 10:55 | 12:55    | 3:00  | 5:00     | 6:55  |
| Lv. St. Paul                                                                                                                                                                       | 8:50  | 11:15    | 3:10  | 5:35     | 7:05  | 9:05     | 11:05 | 1:05     | 3:05  | 5:05     | 7:05  |
| Lv. Minneapolis St. P. & D. R. R.                                                                                                                                                  | 9:15  | 11:40    | 3:35  | 5:60     | 7:30  | 9:30     | 11:30 | 1:30     | 3:30  | 5:30     | 7:30  |
| Lv. Minneapolis C. M. & St. P. R. Y.                                                                                                                                               | 9:20  | 11:45    | 3:40  | 5:65     | 7:35  | 9:35     | 11:35 | 1:35     | 3:35  | 5:35     | 7:35  |
| Lv. Minneapolis St. P. M. & M. R. Y.                                                                                                                                               | 9:25  | 11:50    | 3:45  | 5:70     | 7:40  | 9:40     | 11:40 | 1:40     | 3:40  | 5:40     | 7:40  |
| Ar. Minneapolis                                                                                                                                                                    | 9:30  | 11:55    | 3:50  | 5:75     | 7:45  | 9:45     | 11:45 | 1:45     | 3:45  | 5:45     | 7:45  |
| A. M. A. M. P. M. P. M. P. M. P. M. P. M. P. M.                                                                                                                                    |       |          |       |          |       |          |       |          |       |          |       |
| ST. PAUL, MINNEAPOLIS, STILLWATER, FOREST LAKE, BALD EAGLE, CENTRE CITY (Chicago Lakes), TAYLORS FALLS (the Dalles of the St. Croix).                                              |       |          |       |          |       |          |       |          |       |          |       |
| GOING.                                                                                                                                                                             |       |          |       |          |       |          |       |          |       |          |       |
|                                                                                                                                                                                    | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily |
| Lv. St. Paul                                                                                                                                                                       | A. M. | A. M.    | P. M. | P. M.    | P. M. | P. M.    | P. M. | P. M.    | P. M. | P. M.    | P. M. |
| Lv. Minneapolis                                                                                                                                                                    | 8:20  | 10:10    | 2:05  | 4:30     | 6:00  | 8:00     | 10:00 | 12:00    | 2:00  | 4:00     | 6:00  |
| Lv. Stillwater                                                                                                                                                                     | 8:45  | 10:35    | 2:30  | 4:55     | 6:25  | 8:25     | 10:25 | 12:25    | 2:25  | 4:25     | 6:25  |
| Lv. White Bear                                                                                                                                                                     | 8:50  | 10:40    | 2:35  | 5:00     | 6:30  | 8:30     | 10:30 | 12:30    | 2:30  | 4:30     | 6:30  |
| Lv. Bald Eagle                                                                                                                                                                     | 9:04  | 11:10    | 2:49  | 5:14     | 6:44  | 8:44     | 10:44 | 12:44    | 2:44  | 4:44     | 6:44  |
| Lv. Forest Lake                                                                                                                                                                    | 9:30  | 11:40    | 3:15  | 5:40     | 7:10  | 9:10     | 11:10 | 1:10     | 3:10  | 5:10     | 7:10  |
| Lv. W. Bear Beach                                                                                                                                                                  | 9:45  | 11:55    | 3:30  | 5:55     | 7:25  | 9:25     | 11:25 | 1:25     | 3:25  | 5:25     | 7:25  |
| Lv. Dellwood                                                                                                                                                                       | 10:00 | 12:10    | 3:45  | 6:10     | 7:40  | 9:40     | 11:40 | 1:40     | 3:40  | 5:40     | 7:40  |
| Lv. Mahtomedi                                                                                                                                                                      | 10:15 | 12:25    | 4:00  | 6:25     | 7:55  | 9:55     | 11:55 | 1:55     | 3:55  | 5:55     | 7:55  |
| Lv. Forest Lake                                                                                                                                                                    | 10:30 | 12:40    | 4:15  | 6:40     | 8:10  | 10:10    | 12:10 | 2:10     | 4:10  | 6:10     | 8:10  |
| Lv. White Bear                                                                                                                                                                     | 10:45 | 12:55    | 4:30  | 6:55     | 8:25  | 10:25    | 12:25 | 2:25     | 4:25  | 6:25     | 8:25  |
| Lv. Lindstrom                                                                                                                                                                      | 11:00 | 1:10     | 4:45  | 7:10     | 8:40  | 10:40    | 12:40 | 2:40     | 4:40  | 6:40     | 8:40  |
| Lv. Centre City                                                                                                                                                                    | 11:15 | 1:25     | 5:00  | 7:25     | 9:00  | 11:00    | 1:00  | 3:00     | 5:00  | 7:00     | 9:00  |
| Lv. Taylors Falls                                                                                                                                                                  | 11:30 | 1:40     | 5:15  | 7:40     | 9:15  | 11:15    | 1:15  | 3:15     | 5:15  | 7:15     | 9:15  |
| Ar. St. Paul                                                                                                                                                                       | 11:45 | 1:55     | 5:30  | 7:55     | 9:30  | 11:30    | 1:30  | 3:30     | 5:30  | 7:30     | 9:30  |
| A. M. P. M. P. M. P. M. P. M. P. M. P. M.                                                                                                                                          |       |          |       |          |       |          |       |          |       |          |       |
| RETURNING.                                                                                                                                                                         |       |          |       |          |       |          |       |          |       |          |       |
|                                                                                                                                                                                    | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily | Ex. Sun. | Daily |
| Lv. Taylors Falls                                                                                                                                                                  | A. M. | A. M.    | P. M. | P. M.    | P. M. | P. M.    | P. M. | P. M.    | P. M. | P. M.    | P. M. |
| Lv. Centre City                                                                                                                                                                    | 7:45  | 10:10    | 2:05  | 4:30     | 6:00  | 8:00     | 10:00 | 12:00    | 2:00  | 4:00     | 6:00  |
| Lv. Lindstrom                                                                                                                                                                      | 8:07  | 10:32    | 2:27  | 4:52     | 6:22  | 8:22     | 10:22 | 12:22    | 2:22  | 4:22     | 6:22  |
| Lv. White Bear                                                                                                                                                                     | 8:10  | 10:35    | 2:30  | 4:55     | 6:25  | 8:25     | 10:25 | 12:25    | 2:25  | 4:25     | 6:25  |
| Lv. Forest Lake                                                                                                                                                                    | 8:20  | 10:45    | 2:40  | 5:05     | 6:35  | 8:35     | 10:35 | 12:35    | 2:35  | 4:35     | 6:35  |
| Lv. Bald Eagle                                                                                                                                                                     | 8:35  | 11:00    | 2:55  | 5:20     | 6:50  | 8:50     | 10:50 | 12:50    | 2:50  | 4:50     | 6:50  |
| Lv. W. Bear Beach                                                                                                                                                                  | 8:40  | 11:05    | 3:00  | 5:25     | 6:55  | 8:55     | 10:55 | 12:55    | 3:00  | 5:00     | 6:55  |
| Lv. Dellwood                                                                                                                                                                       | 8:50  | 11:15    | 3:10  | 5:35     | 7:05  | 9:05     | 11:05 | 1:05     | 3:05  | 5:05     | 7:05  |
| Lv. Mahtomedi                                                                                                                                                                      | 9:00  | 11:25    | 3:20  | 5:45     | 7:15  | 9:15     | 11:15 | 1:15     | 3:15  | 5:15     | 7:15  |
| Lv. Forest Lake                                                                                                                                                                    | 9:15  | 11:40    | 3:35  | 5:60     | 7:30  | 9:30     | 11:30 | 1:30     | 3:30  | 5:30     | 7:30  |
| Lv. White Bear                                                                                                                                                                     | 9:20  | 11:45    | 3:40  | 5:65     | 7:35  | 9:35     | 11:35 | 1:35     | 3:35  | 5:35     | 7:35  |
| Lv. Lindstrom                                                                                                                                                                      | 9:30  | 11:50    | 3:50  | 5:75     | 7:45  | 9:45     | 11:45 | 1:45     | 3:45  | 5:45     | 7:45  |
| Lv. Centre City                                                                                                                                                                    | 9:45  | 12:05    | 4:05  | 5:85     | 7:55  | 9:55     | 11:55 | 1:55     | 3:55  | 5:55     | 7:55  |
| Lv. Taylors Falls                                                                                                                                                                  | 10:00 | 12:20    | 4:20  | 6:00     | 8:10  | 10:10    | 12:10 | 2:10     | 4:10  | 6:10     | 8:10  |
| Ar. St. Paul                                                                                                                                                                       | 10:15 | 12:35    | 4:35  | 6:15     | 8:25  | 10:25    | 12:25 | 2:25     | 4:25  | 6:25     | 8:25  |
| A. M. P. M. P. M. P. M. P. M. P. M. P. M.                                                                                                                                          |       |          |       |          |       |          |       |          |       |          |       |

### St. Paul & Duluth's suburban schedule from 1888.

| COMMUTATION TICKET FARES     |                   |            |        |
|------------------------------|-------------------|------------|--------|
| BETWEEN                      | KIND OF TICKET    | LIMIT      | COST   |
| St. Paul.. East 7th St..     | 10-ride bearer... | 1 month..  | \$0.50 |
| St. Paul.. Gloster.....      | 25 " bearer...    | 2 months.. | 2.00   |
| St. Paul.. Gloster.....      | 100 " individual. | 4 months.. | 7.50   |
| St. Paul.. White Bear..      | 10 " bearer...    | 1 month..  | 2.00   |
| St. Paul.. Bald Eagle...     | 25 " bearer...    | 2 months.. | 4.50   |
| St. Paul.. Dellwood...       | 50 " individual.  | 40 days... | 7.50   |
| St. Paul.. Mahtomedi...      | 20 " individual   | 1 month..  | 8.00   |
| St. Paul.. Forest Lake...    | 40 " individual   | 2 months.. | 12.00  |
| Minneapolis.. Bald Eagle...  | 10 " bearer...    | 1 month..  | 2.75   |
| Minneapolis.. W. Bear Beach  | 25 " bearer...    | 2 months.. | 5.50   |
| Minneapolis.. Dellwood...    | 50 " individual.  | 40 days... | 9.00   |
| Minneapolis.. Mahtomedi...   | 20 " individual   | 1 month..  | 10.00  |
| Minneapolis.. Forest Lake... | 40 " individual   | 2 months.. | 17.00  |
| St. Paul.. Chicago City...   | 25 " individual   | 2 months.. | 13.00  |
| St. Paul.. Chicago City...   | 40 " individual   | 2 months.. | 17.00  |
| St. Paul.. Russell Beach     | 25 " individual   | 2 months.. | 13.50  |
| St. Paul.. Russell Beach     | 40 " individual   | 2 months.. | 17.00  |
| St. Paul.. Lindstrom...      | 25 " individual   | 2 months.. | 14.00  |
| St. Paul.. Lindstrom...      | 40 " individual   | 2 months.. | 18.25  |
| St. Paul.. Center City...    | 25 " individual   | 2 months.. | 15.00  |
| St. Paul.. Center City...    | 40 " individual   | 2 months.. | 19.10  |
| St. Paul.. Taylors Falls     | 25 " individual   | 2 months.. | 18.00  |
| St. Paul.. Taylors Falls     | 40 " individual   | 2 months.. | 23.35  |
| Duluth.. East 7th St.        | 50 " individual.  | 1 month..  | 2.50   |
| Duluth.. Club House...       | 10 " bearer...    | 1 month..  | 1.75   |
| Duluth.. Club House...       | 25 " individual.  | 2 months.. | 3.35   |
| Duluth.. Club House...       | 50 " family...    | 3 months.. | 6.25   |
| Duluth.. Fond du Lac...      | 10 " bearer...    | 1 month..  | 2.50   |
| Duluth.. Fond du Lac...      | 25 " individual.  | 2 months.. | 5.00   |
| Duluth.. Fond du Lac...      | 50 " family...    | 3 months.. | 9.00   |
| Duluth.. New Duluth...       | 10 " bearer...    | 1 month..  | 2.00   |
| Duluth.. New Duluth...       | 25 " individual.  | 2 months.. | 4.50   |
| Duluth.. New Duluth...       | 50 " family...    | 3 months.. | 7.50   |
| Duluth.. Spirit Lake...      | 10 " bearer...    | 1 month..  | 1.25   |
| Duluth.. Spirit Lake...      | 25 " individual.  | 2 months.. | 3.00   |
| Duluth.. Spirit Lake...      | 50 " family...    | 3 months.. | 5.00   |
| Duluth.. Superior...         | 10 " individual.  | 30 days... | 1.00   |
| W. Duluth.. Club House...    | 10 " bearer...    | 1 month..  | 1.00   |
| W. Duluth.. Club House...    | 25 " individual.  | 2 months.. | 2.20   |
| W. Duluth.. Club House...    | 50 " family...    | 3 months.. | 3.70   |
| W. Duluth.. New Duluth...    | 10 " bearer...    | 1 month..  | 1.25   |
| W. Duluth.. New Duluth...    | 25 " individual.  | 2 months.. | 3.00   |
| W. Duluth.. New Duluth...    | 50 " individual   | 2 months.. | 5.00   |

Corrected to May 16, 1915.



## DULUTH-SUPERIOR SHORT LINE AND Suburban Time Tables AUTOMATIC BLOCK SIGNAL

### TICKET OFFICES

19 Nicollet Block 5th and Robert Sts.  
MINNEAPOLIS SAINT PAUL  
334 West Superior Street, DULUTH  
1010 Tower Avenue, SUPERIOR  
W. H. STRACHAN, Supt. N. KLINE, Supt.  
DULUTH MINNEAPOLIS  
C. L. NICHOLS, Gen. Supt., St. Paul  
J. M. RAPRIJE, Gen. Mgr., St. Paul  
P. H. McCauley, Supt. Trans., St. Paul

J. G. WOODWORTH A. M. CLELAND  
Second Vice Pres. Gen. Pass'r Agt.  
ST. PAUL, MINN.  
Subject to Change.

North St. Paul Railroad began competitive service in 1890, fielding hourly service to the end of the East 7th Street cable car line at Duluth Street. It was electrified and standard gauged as the St. Paul & White Bear in 1892, and was taken over by TCRT in 1898. It's unlikely the WC trains lasted very far into the 1890s.

Chicago, St. Paul, Minneapolis & Omaha, St. Paul-Lake Elmo-Stillwater

The Omaha opened a branch line from Stillwater Junction to Stillwater in 1872, giving it a St. Paul-Stillwater running time of 45 minutes, compared to the Northern Pacific's 65-75 minutes

RECOGNIZED AS THE "GEOLOGICAL GLACIAL  
GARDEN" OF AMERICA

ADDRESS PARK COMMISSIONER G. H. HAZZARD,  
Old Capitol Building, St. Paul, Minn., or Taylors Falls, Minn.

**Wisconsin Central's North St. Paul depot.  
Minnesota Historical Society collection.**

**Northern Pacific's 1915 timetable shows a robust suburban service to White Bear Lake and Stillwater. Of note are the frequent shuttles between Mahtomedi and White Bear. Taylors Falls saw only a couple of trains, yet was considered commutation ticket territory.**

**A typical mid-1880s schedule of Wisconsin Central trains to the four closely spaced stations of North St. Paul.**



# North St. Paul Railroad Co.

## TIME TABLE.

Connects with East Seventh Street Cable at Duluth Ave.

DAILY, EXCEPT SUNDAY.

| Leave North St. Paul— |           |           |           | Leave Duluth Ave.— |           |           |           |
|-----------------------|-----------|-----------|-----------|--------------------|-----------|-----------|-----------|
| 6:00 a.m.             | 3:00 p.m. | 6:45 a.m. | 3:30 p.m. | 6:45 a.m.          | 3:30 p.m. | 6:45 a.m. | 3:30 p.m. |
| 7:15                  | 4:00      | 7:45      | 4:30      | 7:45               | 4:30      | 7:45      | 4:30      |
| 8:00                  | 5:00      | 8:30      | 5:40      | 8:30               | 5:40      | 8:30      | 5:40      |
| 10:00                 | 6:10      | 10:30     | 6:40      | 10:30              | 6:40      | 10:30     | 6:40      |
| 11:00                 | 7:15      | 11:30     | 7:50      | 11:30              | 7:50      | 11:30     | 7:50      |
| 1:00 p.m.             | 10:30     | 1:30 p.m. | 11:30     | 1:30 p.m.          | 11:30     | 1:30 p.m. | 11:30     |

SUNDAY TRAINS.

| Leave North St. Paul— |           |           |           | Leave Duluth Ave.— |           |           |           |
|-----------------------|-----------|-----------|-----------|--------------------|-----------|-----------|-----------|
| 9:00 a.m.             | 4:00 p.m. | 9:30 a.m. | 5:30 p.m. | 9:30 a.m.          | 5:30 p.m. | 9:30 a.m. | 5:30 p.m. |
| 10:00                 | 4:30      | 10:30     | 6:00      | 10:30              | 6:00      | 10:30     | 6:00      |
| 11:00                 | 5:00      | 11:30     | 6:30      | 11:30              | 6:30      | 11:30     | 6:30      |
| 1:00 p.m.             | 5:30      | 1:30 p.m. | 7:30      | 1:30 p.m.          | 7:30      | 1:30 p.m. | 7:30      |
| 2:30                  | 9:00      | 2:30      | 9:45      | 2:30               | 9:45      | 2:30      | 9:45      |
| 3:00                  | 9:00      | 3:00      |           | 3:00               |           | 3:00      |           |
| 3:30                  | 10:30     | 3:30      | 11:30     | 3:30               | 11:30     | 3:30      | 11:30     |
|                       |           | 4:30      |           | 4:30               |           | 4:30      |           |
|                       |           | 5:00      |           | 5:00               |           | 5:00      |           |

# WISCONSIN CENTRAL LINES.

Northern Pacific Railroad Co. (Lessee.)

ASHLAND AND HURLEY LINE.

| Ex Su | 17    | 11                          | 12    | 18    | Ex Su |
|-------|-------|-----------------------------|-------|-------|-------|
| Ex Su | Ex Su | Daily                       | Daily | Ex Su | Ex Su |
|       |       | P.M.                        | P.M.  |       |       |
|       | 6 25  | Le.....Minneapolis.....Ar   | 7 45  |       |       |
|       | 9 55  | Le.....St. Paul.....Ar      | 11 10 |       |       |
|       | 10 03 | Le.....Abbotsford.....Ar    | 11 38 |       |       |
|       | 10 15 | Le.....Dorchester.....Ar    | 11 46 |       |       |
|       | 10 25 | Le.....Staten Island.....Ar | 11 54 |       |       |
|       | 11 05 | Le.....Chester.....Ar       | 12 10 |       |       |
|       | 11 10 | Le.....Rib Lake.....Ar      | 12 15 |       |       |
|       | 11 15 | Le.....Westboro.....Ar      | 12 20 |       |       |
|       | 11 25 | Le.....Ogema.....Ar         | 12 30 |       |       |
|       | 11 44 | Le.....Prentice.....Ar      | 12 45 |       |       |
|       | 1 10  | Le.....Pillsbury.....Ar     | 1 15  |       |       |
|       | 1 33  | Le.....Butternut.....Ar     | 1 38  |       |       |
|       | 1 58  | Le.....Glidden.....Ar       | 2 03  |       |       |
|       | 3 00  | Le.....Mellen.....Ar        | 3 05  |       |       |
|       | 3 11  | Le.....Benson.....Ar        | 3 16  |       |       |
|       | 3 38  | Le.....Upton.....Ar         | 3 43  |       |       |
|       | 4 14  | Le.....Hurley.....Ar        | 4 19  |       |       |
|       | 4 35  | Le.....Ironwood.....Ar      | 4 40  |       |       |
|       | 4 55  | Le.....Benson.....Ar        | 5 00  |       |       |
|       | 5 15  | Le.....Mellen.....Ar        | 5 20  |       |       |
|       | 5 38  | Le.....Ashland.....Ar       | 5 43  |       |       |
|       | 5 58  | Le.....Superior.....Ar      | 6 03  |       |       |
|       | 6 18  | Le.....Duluth.....Ar        | 6 23  |       |       |

Portage Line.

| Ex Su | 17    | 11                                | 12    | 18    | Ex Su |
|-------|-------|-----------------------------------|-------|-------|-------|
| Ex Su | Ex Su | Daily                             | Daily | Ex Su | Ex Su |
|       |       | P.M.                              | P.M.  |       |       |
|       | 6 25  | Le.....Stevens Point.....Ar       | 7 45  |       |       |
|       | 9 55  | Le.....Plover.....Ar              | 11 10 |       |       |
|       | 10 03 | Le.....Plainfield.....Ar          | 11 38 |       |       |
|       | 10 15 | Le.....Hancock.....Ar             | 11 46 |       |       |
|       | 10 25 | Le.....Coloma.....Ar              | 11 54 |       |       |
|       | 11 05 | Le.....Westfield.....Ar           | 12 10 |       |       |
|       | 11 10 | Le.....Packwaukee Junction.....Ar | 12 15 |       |       |
|       | 11 15 | Le.....Packwaukee.....Ar          | 12 20 |       |       |
|       | 11 25 | Le.....Montello.....Ar            | 12 30 |       |       |
|       | 1 10  | Le.....Packwaukee Junction.....Ar | 1 15  |       |       |
|       | 1 33  | Le.....Packwaukee.....Ar          | 1 38  |       |       |
|       | 1 58  | Le.....Portage.....Ar             | 2 03  |       |       |

Minneapolis, St. Paul and Stillwater.

| Daily | Ex. Sun. | P.M. | P.M. | STATIONS.                | Daily | Ex. Sun. | P.M. | P.M. |
|-------|----------|------|------|--------------------------|-------|----------|------|------|
| A.M.  | P.M.     | P.M. | P.M. |                          | A.M.  | P.M.     | P.M. | P.M. |
| 8 30  | 12 30    | 4 30 | 7 30 | Lv. * Minneapolis.....Ar | 8 30  | 12 30    | 4 30 | 7 30 |
| 9 00  | 1 05     | 5 10 | 8 15 | St. Paul.....Ar          | 9 00  | 1 05     | 5 10 | 8 15 |
| 9 07  | 1 12     | 5 17 | 8 22 | Trout Brook Jct.....Ar   | 9 07  | 1 12     | 5 17 | 8 22 |
| 9 09  | 1 14     | 5 19 | 8 25 | Edgerton St.....Ar       | 9 09  | 1 14     | 5 19 | 8 25 |
| 9 12  | 1 17     | 5 22 | 8 29 | Glustone.....Ar          | 9 12  | 1 17     | 5 22 | 8 29 |
| 9 17  | 1 22     | 5 27 | 8 36 | North St. Paul.....Ar    | 9 17  | 1 22     | 5 27 | 8 36 |
| 9 19  | 1 24     | 5 29 | 8 38 | Castle.....Ar            | 9 19  | 1 24     | 5 29 | 8 38 |
| 9 22  | 1 27     | 5 32 | 8 42 | Four Lakes.....Ar        | 9 22  | 1 27     | 5 32 | 8 42 |
| 9 30  | 1 35     | 5 40 | 8 50 | Duluth Junction.....Ar   | 9 30  | 1 35     | 5 40 | 8 50 |
| 9 40  | 1 45     | 5 55 | 9 05 | Stillwater.....Ar        | 9 40  | 1 45     | 5 55 | 9 05 |

\* Via Great Northern Ry.

This 1891 table shows the short-lived extension of the North St. Paul trains to Stillwater via Duluth Junction and the Northern Pacific.

via White Bear Lake. Service was a combination of all-stops locals and shuttles to mainline trains at Stillwater Junction. The Omaha fielded six daily pairs of suburban trains, plus three pairs of shuttle connections.

TCRT entered the market in 1899 with half-hourly interurbans on a 66-minute schedule that provided direct access from the heart of downtown St. Paul to Stillwater's hill neighborhoods, yet the Omaha was still running six eastbound and four westbound connections to mainline trains at Stillwater Junction in 1926.

After the direct route into Stillwater from Stillwater Junction was abandoned in 1935, C&NW continued to run the Stillwater-Hudson "scoots" several times daily to a connection with main line trains in Hudson. Some of those continued to stop at Lake Elmo and the joint Omaha-NP East St. Paul station at Earl Street on the east side. This shuttle connection service outlasted the streetcars, which quit in 1932.

## Chicago Burlington & Quincy St. Paul-St. Paul Park

As far as we know, the "Burlington Motor" never had competition to St. Paul Park from the parallel Milwaukee Road, nor was there a parallel streetcar route. For these reasons the trains were long-lived, running until September 1924.

## Chicago, St. Paul & Kansas City, St. Paul-Inver Grove

Chicago Great Western predecessor Chicago, St. Paul & Kansas City ran the purest commuter line in the Twin Cities, with no intermingling of long distance trains. Beginning in 1886, it ran from downtown St. Paul to South St. Paul and Inver Grove. Hourly trains ran seven days a week, paralleling the Mississippi River and Concord Street. Clearly the South St. Paul Stockyards, with its round-the-clock work force of reverse commuters, provided a good

## LAKE ELMO AND STILLWATER TRAINS.

| FROM ST. PAUL.  | D'y  | Ex. Sun. | Sun. only. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. | D'y  | Daily. | Daily |
|-----------------|------|----------|------------|----------|----------|----------|----------|----------|----------|------|--------|-------|
| Lv. Minneapolis | A M  | A M      | A M        | A M      | A M      | P M      | P M      | P M      | P M      | P M  | P M    | P M   |
| St. Paul        | 7 00 | 7 30     | 8 30       | 8 55     | 9 30     | 11 30    | 1 30     | 4 30     | 5 30     | 6 50 | 9 45   | 8 30  |
| E. St. Paul     | 7 45 | 8 35     | 9 00       | 9 35     | 10 45    | 12 05    | 2 10     | 4 05     | 5 05     | 6 20 | 7 30   | 9 45  |
| Ar. E. 7th St.  | 8 47 | 9 13     | 9 10       | 9 45     | 10 55    | 12 14    | 2 20     | 4 15     | 5 15     | 6 29 | 7 39   | 9 55  |
| Hazel Park      | 8 50 | 9 16     |            |          | 11 01    | 12 20    | 2 26     | 4 20     | 5 20     | 6 32 | 7 42   | 9 58  |
| Midvale         | 8 54 | 9 21     |            |          | 11 06    | 12 24    | 2 30     | 4 24     | 5 24     | 6 36 | 7 46   | 10 01 |
| Oakdale         | 8 57 | 9 24     |            |          | 11 10    | 12 28    | 2 34     | 4 28     | 5 28     | 6 40 | 7 50   | 10 06 |
| Lake Elmo       | 9 02 | 9 30     | 10 05      | 11 16    | 12 32    | 2 40     | 4 32     | 5 35     | 6 47     | 7 57 | 9 07   | 10 10 |
| Stillwater      | 8 34 | 9 20     | 9 50       | 10 26    | 11 35    | 12 50    | 3 00     | 4 50     | 5 53     | 7 05 | 8 14   | 10 39 |

| TO ST. PAUL    | Daily. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Sun. Only | Ex. Sun. | Daily. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Sun. only. | Daily |
|----------------|--------|----------|----------|----------|-----------|----------|--------|----------|----------|----------|------------|-------|
| Lv. Stillwater | A M    | A M      | A M      | A M      | A M       | P M      | P M    | P M      | P M      | P M      | P M        | P M   |
| Lake Elmo      | 6 30   | 7 30     | 7 48     | 8 28     | 9 40      | 10 30    | 12 08  | 1 40     | 4 05     | 5 10     | 6 10       | 8 35  |
| Oakdale        | 6 25   | 7 53     | 8 33     | 9 13     | 10 50     | 11 50    | 1 35   | 4 00     | 5 05     | 6 10     | 8 30       | 8 55  |
| Midvale        | 6 28   | 7 56     | 8 36     | 9 16     | 10 53     | 11 53    | 1 38   | 4 03     | 5 08     | 6 13     | 8 33       | 9 00  |
| Hazel Park     | 6 34   | 8 00     | 8 41     | 9 21     | 11 03     | 12 03    | 1 43   | 4 08     | 5 13     | 6 18     | 8 38       | 9 03  |
| E. St. Paul    |        | 8 08     | 8 44     | 9 24     | 11 07     | 12 07    | 1 46   | 4 11     | 5 16     | 6 21     | 8 41       | 9 08  |
| Ar. St. Paul   | 6 50   | 8 06     | 8 46     | 9 26     | 11 10     | 12 10    | 1 49   | 4 14     | 5 19     | 6 24     | 8 44       | 9 11  |
| Minneapolis    | 7 30   | 8 03     | 8 55     | 9 55     | 11 20     | 1 00     | 2 25   | 5 00     | 5 55     | 6 15     | 7 00       | 9 25  |

\* Trains only stop on Signal.

Chicago, St. Paul, Minneapolis & Omaha Railway.

SUBURBAN TRAINS.

traffic base. The railroad purchased a pair of bi-directional 2-4-2T tank engines, which they called "motors", and the suburban schedule was dubbed the "Motor Line" in its timetable. Unlike their long distance counterparts, Motor Line trains did not use St. Paul Union Depot, instead stopping at a separate depot nearby at the foot of Jackson Street.

The Omaha provided the fastest service between Stillwater and St. Paul. The Minneapolis times are probably via transfers to Great Northern short line trains at St. Paul Union Depot.

One-way running time was 26-28 minutes, so it appears that one consist was able to cover the hourly schedule, although the crews never got a break. Motor Line tickets were not honored on the company's long distance trains, and it appears that no effort was made to supplement the local schedule with long distance trains. Streetcar service was extended to South St. Paul via Concord Avenue in 1905. If the Motor Line hadn't already been discontinued, streetcar competition would have done the job.

## CHICAGO, BURLINGTON & NORTHERN RAILROAD.

SUBURBAN TRAINS.

| LEAVE ST. PAUL.        | Dayton Bluff. | Oakland | High-wood | Red Rock. | Newport | St. Paul | St. Paul Park. | Arrive St. Paul. |
|------------------------|---------------|---------|-----------|-----------|---------|----------|----------------|------------------|
| Ex. Sunday...6 45 a.m. | 6 53          | 6 58    | 7 03      | 7 07      | 7 10    | 7 16     | 7 20           | 7 20             |
| Daily.....8 55 "       | 8 33          | 8 38    | 8 42      | 8 47      | 8 51    | 8 56     | 9 00           | 9 00             |
| Daily.....10 10 "      | 10 18         | 10 23   | 10 27     | 10 32     | 10 36   | 10 41    | 10 45          | 10 45            |
| Ex. Sunday 12 15 p.m.  | 12 23         | 12 28   | 12 32     | 12 37     | 12 41   | 12 46    | 12 50          | 12 50            |
| Sundays.....12 40 "    | 12 47         | 12 51   | 12 54     | 12 59     | 1 01    | 1 06     | 1 10           | 1 10             |
| Ex. Sunday...2 15 "    | 2 23          | 2 28    | 2 32      | 2 37      | 2 41    | 2 46     | 2 50           | 2 50             |
| Sundays.....2 40 "     | 2 48          | 2 53    | 2 57      | 3 02      | 3 06    | 3 11     | 3 15           | 3 15             |
| Ex. Sunday...3 45 "    | 3 53          | 3 58    | 4 02      | 4 07      | 4 10    | 4 16     | 4 20           | 4 20             |
| Daily.....5 10 "       | 5 18          | 5 23    | 5 27      | 5 32      | 5 36    | 5 41     | 5 45           | 5 45             |
| Daily.....6 30 "       | 6 38          | 6 43    | 6 47      | 6 52      | 6 56    | 7 01     | 7 05           | 7 05             |
| Daily.....8 10 "       | 8 18          | 8 23    | 8 27      | 8 32      | 8 36    | 8 41     | 8 45           | 8 45             |
| Ex. Sunday...9 40 "    | 9 48          | 9 53    | 9 57      | 10 02     | 10 06   | 10 11    | 10 15          | 10 15            |
| Sundays.....10 10 "    | 10 18         | 10 23   | 10 27     | 10 32     | 10 36   | 10 41    | 10 45          | 10 45            |
| Ex. Sunday...11 35 "   | 11 43         | 11 48   | 11 52     | 11 57     | 12 01   | 12 06    | 12 10          | 12 10            |

| LEAVE PULMAN AVENUE.   | St. Paul | Newport | Red Rock | High-wood | Oakland | Dayton Bluff. | Arrive St. Paul |
|------------------------|----------|---------|----------|-----------|---------|---------------|-----------------|
| Ex. Sunday...6 05 a.m. | 6 08     | 6 13    | 6 15     | 6 20      | 6 23    | 6 27          | 6 35            |
| Daily.....7 30 "       | 7 33     | 7 38    | 7 41     | 7 47      | 7 50    | 7 55          | 8 00            |
| Ex. Sunday...9 30 "    | 9 33     | 9 38    | 9 40     | 9 45      | 9 48    | 9 52          | 9 55            |
| Sundays.....11 10 "    | 11 13    | 11 18   | 11 20    | 11 25     | 11 28   | 11 32         | 11 40           |
| Daily.....1 35 p.m.    | 1 38     | 1 43    | 1 45     | 1 50      | 1 53    | 1 57          | 2 00            |
| Ex. Sunday...3 00 "    | 3 03     | 3 08    | 3 10     | 3 15      | 3 18    | 3 22          | 3 30            |
| Daily.....4 30 "       | 4 33     | 4 38    | 4 42     | 4 47      | 4 51    | 4 57          | 5 05            |
| Daily.....5 50 "       | 5 53     | 5 58    | 6 00     | 6 05      | 6 08    | 6 12          | 6 20            |
| Daily.....7 15 "       | 7 18     | 7 23    | 7 25     | 7 30      | 7 33    | 7 37          | 7 45            |
| Ex. Sunday...8 55 "    | 8 58     | 9 03    | 9 05     | 9 10      | 9 13    | 9 17          | 9 25            |
| Sundays.....9 10 "     | 9 13     | 9 18    | 9 20     | 9 25      | 9 28    | 9 32          | 9 40            |
| Ex. Sunday...10 35 "   | 10 38    | 10 43   | 10 45    | 10 50     | 10 53   | 10 57         | 11 05           |

The Burlington's 1891 St. Paul-St. Paul Park schedule.



Photographed in its last year, 1924, the "Burlington Motor" looks like a refugee from the 1880s. Suburban trains often were assigned the oldest locomotives and coaches. The Burlington's service featured large ornate depots, including Pullman Avenue in St. Paul Park. Minnesota Historical Society collection.



The Great Western Motor at the South St. Paul depot, behind one of the bi-directional tank engines purchased for the service. Minnesota Historical Society collection.

## MOTOR TIME CARD

No. 22.

In Effect 12:00 Noon, Sept. 2, 1888.

# CHICAGO, ST. PAUL & KANSAS CITY RAILWAY. SUBURBAN TRAINS.

### TICKET RATES,

Single Ticket, - - - 7c.

Ten Tickets (strip), - - 50c.

CASH FARES NOT ACCEPTED  
ON TRAINS.

MOTOR LINE TICKETS  
NOT GOOD ON THROUGH PAS-  
SENGER TRAINS.

ALL MOTOR TRAINS  
ARRIVE AT AND DEPART FROM  
FOOT OF JACKSON ST.

J. M. EGAN,

GENERAL MANAGER.

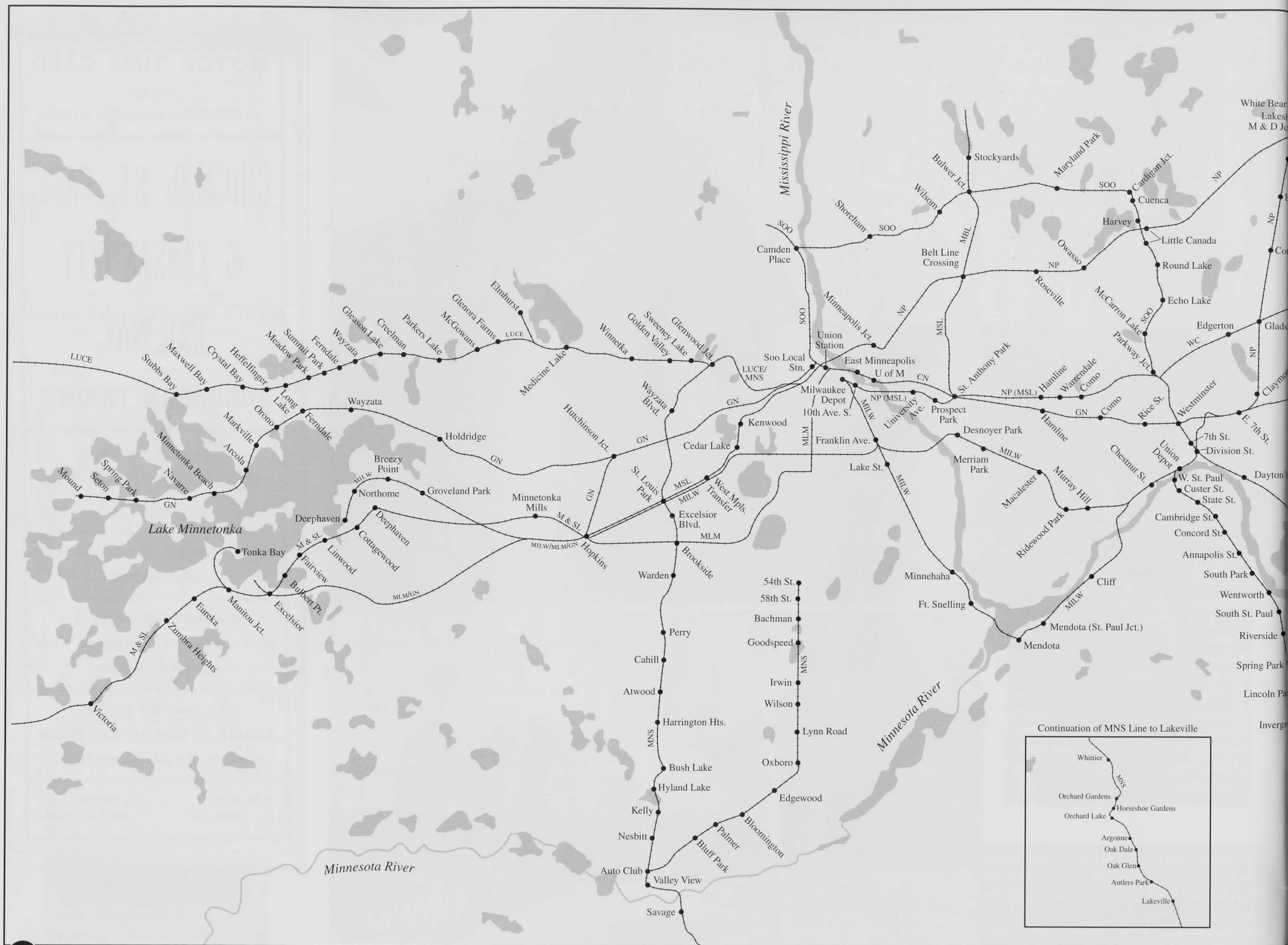
J. A. HANLEY,

TRAFFIC MANAGER.

PIONEER PRESS, ST. PAUL, MINN.

The 1888 schedule for the  
"motor" to Inver Grove.





## TWIN CITIES SUBURBAN TRAINS

This map shows the entire system of suburban trains that served the Twin Cities metro area. Stations are shown as solid dots. Because some station names changed over time, and some were relocated, most but not all are shown.

### Map Key and Route Summary (from east to west)

**OMAHA** Chicago, St. Paul, Minneapolis & Omaha, St. Paul to Stillwater via Lake Elmo, 45 minutes travel time, 9-11 trips during 1880s and 90s, 6 trips until the late 1920s. Probably ended in the early 1930s. Shuttles from Stillwater to Hudson, several daily.

**WC** Wisconsin Central, St. Paul-North St. Paul, 25-30 minutes travel time, 4 trips about 1887-1891. All trips extended to Stillwater via NP and Duluth Junction, early 1890s, travel time 45-50 minutes.

**NP** St. Paul & Duluth, later Northern Pacific, St. Paul-White Bear Lake 1880s to late 1920s, 7-11 trips, 23-30 minutes. White Bear Lake-Mahtomedi-Stillwater, 1880s to late 1920s, 4-6 trips, additional White Bear-Mahtomedi trips, St. Paul-Stillwater travel time 65-75 minutes. Minneapolis-White Bear Lake 1880s to 1900, 4 trips.

**CBQ** Chicago, Burlington & Northern, later Chicago, Burlington & Quincy, St. Paul-St. Paul Park, 1880s-1924, 5-11 trips, 27-35 minutes.

**CGW** Chicago, St. Paul & Kansas City, later Chicago Great Western, St. Paul-Inver Grove 1880s-1905?, hourly service, 26-28 minutes.

**SOO** Soo Line, St. Paul-Minneapolis via Cardigan Junction, Camden Place, one trip 1912.

**NP (MSL)** Minneapolis & St. Louis on the Northern Pacific, Minneapolis-St. Paul, hourly service 1886-1892.

**MBL** Minnesota Belt Line, St. Anthony Park to New Brighton Stockyards, ca 1890. 5 trips.

**GN** Minneapolis-St. Paul, 1880s and early 1890, hourly service, 25-30 minutes  
Minneapolis-Lake Minnetonka late 1870s-1920s, 6 trains in summer, 2 in winter.

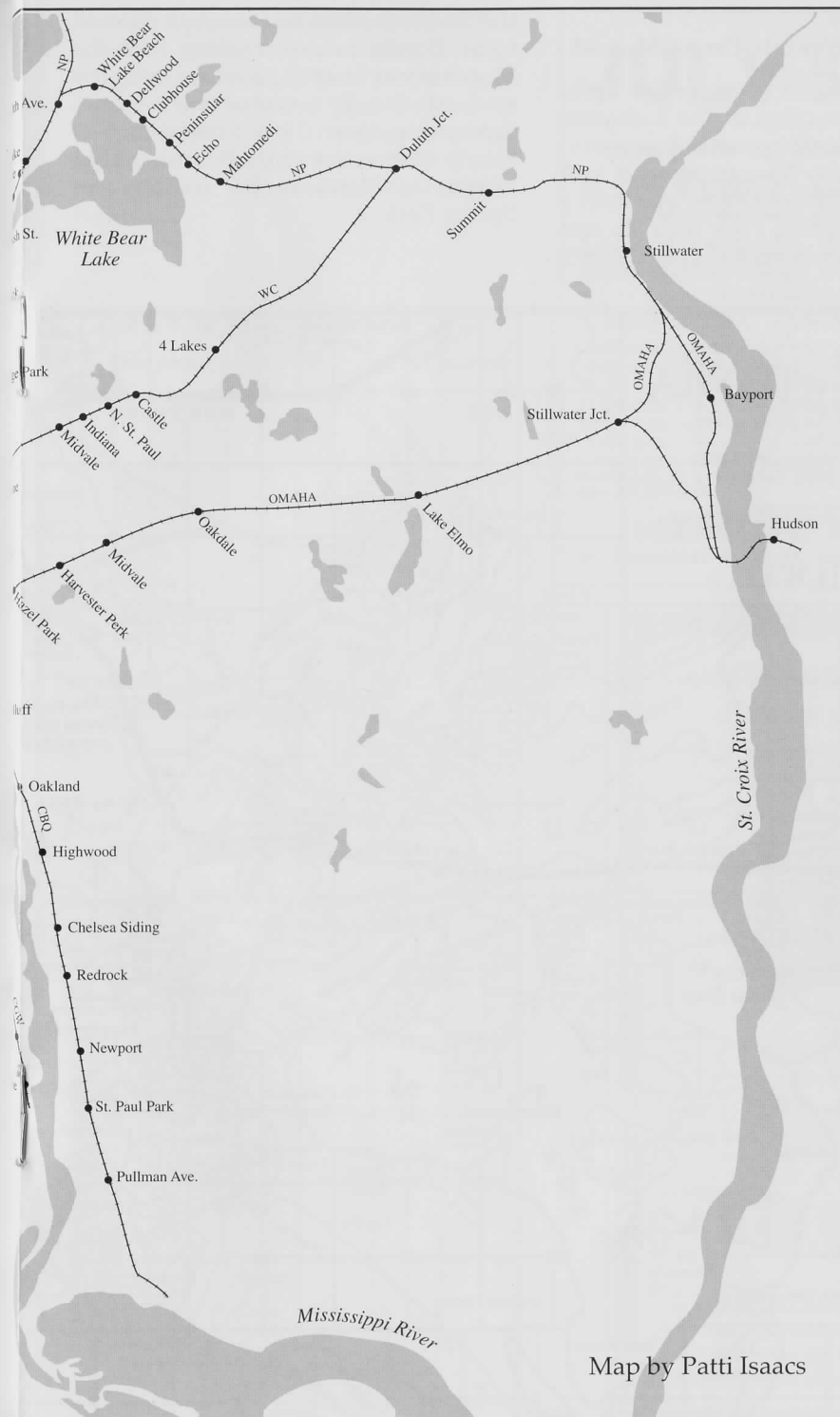
**MILW** Milwaukee Road, St. Paul-Minneapolis via Mendota, 8 trips before 1881, 2 trips until 1890s. St. Paul-Minneapolis via Short Line 1881-early 1890s, hourly service, 25-30 mins. Minneapolis-Deephaven 1887-1905, 5-7 trips in summer, 45 minutes.

**MLM** Minneapolis, Lyndale & Minnetonka, Minneapolis-Excelsior, 1882-1886, 3 trips.

**MSL** Minneapolis & St. Louis, Minneapolis-Tonka Bay 1880-1906, 6 trips, 50 minutes.

**LUCE** Luce Line, later Minnesota Western, Minneapolis-Stubbs Bay 1914-1948, 9 trips early years, 1 trip later year.

**MNS** Minneapolis, Northfield & Southern (Dan Patch Line), Richfield-Auto Club 1910-1922, 7-9 trips, Minneapolis-Lakeville 1915-1941, 7-9 trips early years, 1-2 trips later years.





## GOING SOUTH.

## GOING NORTH.

**The 1888 schedule for the "motor" to Inver Grove.**

## 14

With a couple of exceptions, all of GN's summer trains to Minnetonka originated in St. Paul, stopping at intermediate stations plus downtown Minneapolis. Extra trains were added for the 4th of July. One timetable shows hourly July 4th service totalling 28 trains.

# JULY 5, '86

Throughout the day. Monday July 5, the  
St. Paul, Minneapolis & Manitoba Railway  
Will run their Short Line trains to

## Lake Minnetonka Every Hour,

AS FOLLOWS:

Leave St. Paul: Leave Minneapolis:  
8:30 a.m. 2:30 p.m. 8:55 a.m. 2:45 p.m.  
9:30 a.m. 3:30 p.m. 9:55 a.m. 3:45 p.m.  
10:30 a.m. 4:30 p.m. 10:55 a.m. 4:55 p.m.  
11:30 a.m. 5:30 p.m. 11:55 a.m. 5:55 p.m.  
12:30 p.m. 7:00 p.m. 12:55 p.m. 7:30 p.m.  
1:30 p.m. 1:55 p.m.

Returning, leave Minnetonka Beach every hour,  
9:55 a.m. to 4:55 p.m., inclusive, and 10:30  
and 11:00 p.m.

### GRAND DISPLAY OF FIREWORKS

At Minnetonka Beach in the evening, free.

## Great Northern Railway

### TIME TABLES

#### Lake Minnetonka Trains



No. 527

In effect May 10, 1925

Ticket Offices:

In St. Paul—  
Fourth and Jackson Streets  
W. J. Dutch, Ticket Agent  
A. L. Johnston, City Pass. Agent  
Union Depot  
E. J. Sawyer, Ticket Agent

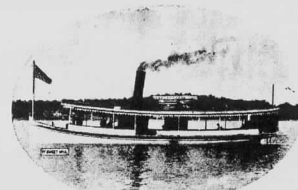
In Minneapolis—  
524 Second Ave. So.  
R. C. Michkils, City Pass. Agent  
J. F. McElroy, Ticket Agent  
Great Northern Pass. Station  
W. E. Gilson, Ticket Agent

A. J. Dickinson, Pass. Traffic Mgr.  
E. H. Wilde, General Pass. Agent

Saint Paul, Minnesota

Avoid Waste—Keep This Time Table

Subject to change without notice



STEAMER ACTE.

## The Steamer Acte

runs daily, making sharp connections with trains at  
Hotel St. Louis, Excelsior, Lake Park, Minnetonka  
Beach and Spring Park. Also makes landings at  
Cottagewood, Summerville, Linwood, Fairview and  
all private docks on lower lake on signal.

For further information address,

CAPT. CHAS. I. CHEELEY,  
Excelsior, Minn.

1901 ad for the Lake Minnetonka  
steamer Acte, one of the last to connect  
with suburban trains before TCRT's  
express boats took over the lake.

### The war train

In an unusual footnote, commuter  
service was revived on May 25, 1942. A  
gas-electric pulling a wood coach  
served the once daily Mound-  
Minneapolis rush hour trains.  
Patronage was light, averaging 35 each  
way and it was discontinued a couple  
of months later on August 1.

The single daily Hutchinson trains  
continued stopping at the various Lake  
Minnetonka stations long after the rest  
of the suburban service was  
discontinued. The 1948 Official Guide  
shows it stopping at Crystal Bay,  
Minnetonka Beach, Spring Park and  
Mound.

#### ST. PAUL AND MINNEAPOLIS TO LAKE MINNETONKA

| STATIONS           | Miles from<br>St. Paul | WEEK DAYS |          |           |          |           |           |           |          |           |  | SUNDAYS  |           |           |           |           |
|--------------------|------------------------|-----------|----------|-----------|----------|-----------|-----------|-----------|----------|-----------|--|----------|-----------|-----------|-----------|-----------|
|                    |                        | 801<br>AM | 13<br>AM | 805<br>AM | 93<br>PM | 807<br>PM | 815<br>PM | 809<br>PM | 21<br>PM | 811<br>PM |  | 95<br>AM | 803<br>AM | 807<br>PM | 809<br>PM | 811<br>PM |
| Lv. St. Paul       | 0                      |           | 9 25     |           |          |           | 4 20      |           | 5 00     |           |  |          |           |           |           |           |
| " Minneapolis      | 10                     | 8 20      | 10 05    | 11 03     | 1 00     | 2 00      | 5 00      | 35 5      | 40 6     | 20        |  | 8 00     | 9 35      | 2 00      | 5 35      | 6 20      |
| " Holdridge        | 23                     | 8 42      |          | 11 25     |          | 2 25      | 5 24      | 00        |          | 6 45      |  |          | 10 00     | 25 6      | 00 6      | 45        |
| " Wayzata          | 24                     | 8 45      | 10 37    | 11 28     | 1 32     | 2 28      | 5 27      | 03 6      | 08 6     | 48        |  | 8 32     | 10 03     | 28 6      | 03 6      | 48        |
| " Orono            | 25                     | 8 50      |          | 11 33     |          | 2 33      | 5 31      | 08        |          | 6 53      |  |          | 10 08     | 33 6      | 08 6      | 53        |
| " Crystal Bay      | 27                     | 8 53      |          | 11 36     |          | 2 37      | 5 35      | 12        |          | 6 57      |  |          | 10 12     | 37 6      | 12 6      | 57        |
| " Arcola           | 28                     | 8 55      |          | 11 38     |          | 2 39      | 5 37      | 14        |          | 6 59      |  |          | 10 14     | 39 6      | 14 6      | 59        |
| " Minnetonka Beach | 29                     | 8 58      |          | 11 41     |          | 2 43      | 5 41      | 18        |          | 7 03      |  |          | 10 18     | 43 6      | 18 7      | 03        |
| " Navarre          | 30                     | 9 00      |          | 11 43     |          | 2 45      | 5 43      | 20        |          | 7 05      |  |          | 10 20     | 45 6      | 20 7      | 05        |
| " Spring Park      | 30                     | 9 03      |          | 11 46     |          | 2 48      | 5 46      | 23        |          | 7 08      |  |          | 10 23     | 48 6      | 23 7      | 08        |
| " Seton            | 31                     | 9 06      |          | 11 49     |          | 2 51      | 5 49      | 26        |          | 7 11      |  |          | 10 26     | 51 6      | 26 7      | 11        |
| " Mound            | 32                     | 9 10      |          | 11 53     |          | 2 55      | 5 53      | 30        |          | 7 15      |  |          | 10 30     | 55 6      | 30 7      | 15        |
| " St. Bonifacius   | 37                     |           |          |           |          |           | 6 04      |           |          |           |  |          |           |           |           |           |
| " Maple            | 41                     |           |          |           |          |           | 6 11      |           |          |           |  |          |           |           |           |           |
| " Mayer            | 45                     |           |          |           |          |           | 6 21      |           |          |           |  |          |           |           |           |           |
| " New Germany      | 49                     |           |          |           |          |           | 6 31      |           |          |           |  |          |           |           |           |           |
| " Lester Prairie   | 52                     |           |          |           |          |           | 6 40      |           |          |           |  |          |           |           |           |           |
| " Silver Lake      | 60                     |           |          |           |          |           | 6 55      |           |          |           |  |          |           |           |           |           |
| Ar. Hutchinson     | 68                     |           |          |           |          |           | 7 10      |           |          |           |  |          |           |           |           |           |

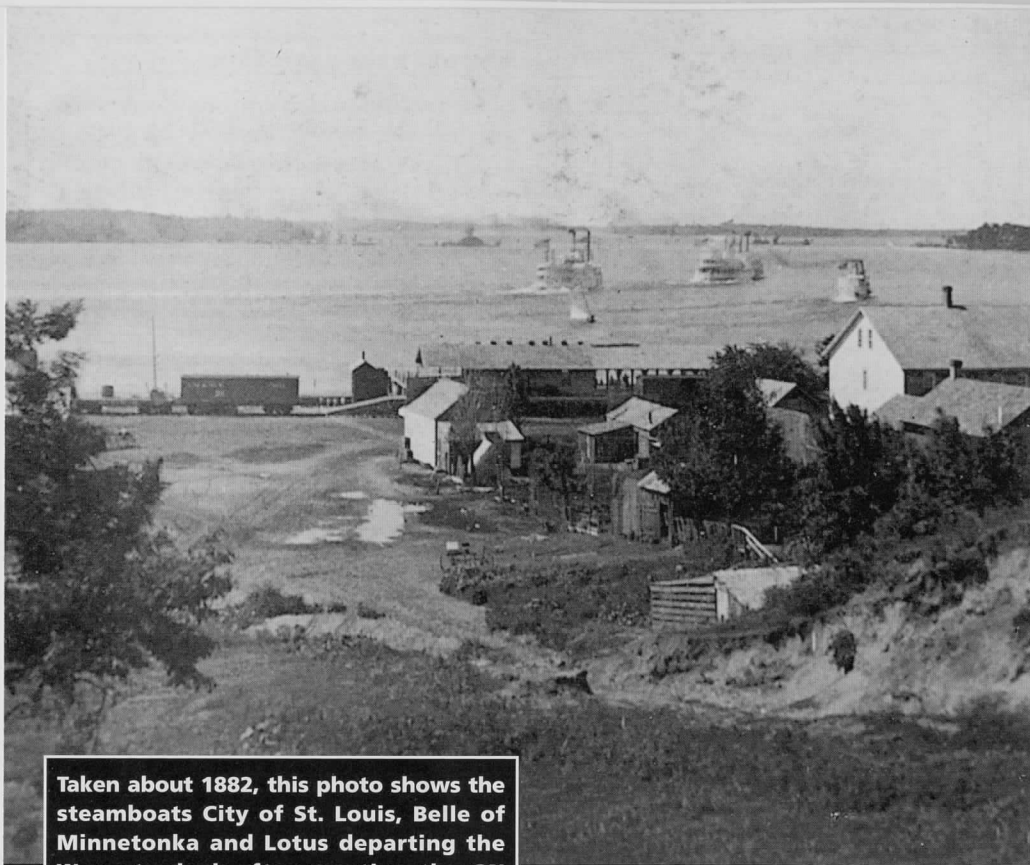
f Stop on Signal

#### LAKE MINNETONKA TO MINNEAPOLIS AND ST. PAUL

| STATIONS           | Miles from<br>Hutchinson | WEEK DAYS |           |           |           |          |           |           |          |           |          | SUNDAYS  |           |           |           |          |
|--------------------|--------------------------|-----------|-----------|-----------|-----------|----------|-----------|-----------|----------|-----------|----------|----------|-----------|-----------|-----------|----------|
|                    |                          | 10<br>AM  | 802<br>AM | 816<br>AM | 806<br>AM | 22<br>AM | 808<br>PM | 810<br>PM | 14<br>PM | 812<br>PM | 94<br>PM | 10<br>AM | 804<br>AM | 808<br>PM | 810<br>PM | 96<br>PM |
| Lv. Hutchinson     | 0                        |           |           | 6 05      |           |          |           |           |          |           |          |          |           |           |           |          |
| " Silver Lake      | 8                        |           |           | 6 19      |           |          |           |           |          |           |          |          |           |           |           |          |
| " Lester Prairie   | 16                       |           |           | 6 34      |           |          |           |           |          |           |          |          |           |           |           |          |
| " New Germany      | 20                       |           |           | 6 45      |           |          |           |           |          |           |          |          |           |           |           |          |
| " Maple            | 24                       |           |           | 6 56      |           |          |           |           |          |           |          |          |           |           |           |          |
| " St. Bonifacius   | 32                       |           |           | 7 03      |           |          |           |           |          |           |          |          |           |           |           |          |
| " Mound            | 36                       |           | 6 50      | 7 31      | 9 30      |          | 1 15      | 4 30      |          | 8 30      |          |          | 7 45      | 1 15      | 4 30      | 8 30     |
| " Seton            | 37                       |           | 6 53      | 7 34      | 9 33      |          | 1 18      | 4 33      |          | 8 33      |          |          | 7 48      | 1 18      | 4 33      | 8 33     |
| " Spring Park      | 38                       |           | 6 56      | 7 38      | 9 36      |          | 1 21      | 4 36      |          | 8 36      |          |          | 7 51      | 1 21      | 4 36      | 8 36     |
| " Navarre          | 39                       |           | 6 58      | 7 40      | 9 38      |          | 1 23      | 4 38      |          | 8 38      |          |          | 7 53      | 1 23      | 4 38      | 8 38     |
| " Minnetonka Beach | 40                       |           | 7 01      | 7 44      | 9 41      |          | 1 26      | 4 41      |          | 8 41      |          |          | 7 56      | 1 26      | 4 41      | 8 41     |
| " Arcola           | 41                       |           | 7 03      | 7 46      | 9 43      |          | 1 28      | 4 43      |          | 8 43      |          |          | 7 58      | 1 28      | 4 43      | 8 43     |
| " Crystal Bay      | 42                       |           | 7 05      | 7 50      | 9 45      |          | 1 30      | 4 45      |          | 8 45      |          |          | 8 00      | 1 30      | 4 45      | 8 45     |
| " Orono            | 43                       |           | 7 07      | 7 53      | 9 47      |          | 1 32      | 4 47      |          | 8 47      |          |          | 8 02      | 1 32      | 4 47      | 8 47     |
| " Wayzata          | 46                       | 6 13      | 7 13      | 7 58      | 9 53      | 9 44     | 1 38      | 4 53      | 16 8     | 53 8      | 59       | 6 13     | 8 06      | 1 38      | 4 53      | 27 8     |
| " Holdridge        | 46                       |           | 7 15      | 8 00      | 9 55      |          | 1 40      | 4 55      |          | 8 55      |          |          | 8 10      | 1 40      | 4 55      | 30 8     |
| " Ar. Minneapolis  | 59                       | 6 40      | 7 40      | 8 25      | 10 20     | 10 15    | 2 05      | 5 20      | 45 9     | 20 9      | 30       |          | 6 40      | 8 35      | 2 05      | 5 20     |
| " St. Paul         | 68                       | 7 15      |           | 8 55      |           | 10 50    |           |           |          | 6 20      |          | 7 15     |           |           |           |          |

f Stop on Signal





**Taken about 1882, this photo shows the steamboats City of St. Louis, Belle of Minnetonka and Lotus departing the Wayzata dock after meeting the GN morning train from St. Paul and Minneapolis. Minnesota Historical Society collection.**

#### **Minneapolis & St. Louis Minneapolis-Excelsior-Tonka Bay**

The commuter fare zone extended to Tonka Bay and to Zumbra Heights on the mainline (22.7 miles from Minneapolis). Zumbra was served mostly by mainline trains. The M&StL had a financial interest in the Tonka Bay Hotel, the primary reason for the branch. The second morning suburban started at Waconia, and took a side trip up the Tonka Bay branch on its way to Minneapolis. M&StL trains connected with steamboats at Excelsior and Tonka Bay.

Streetcars reached Excelsior and Deephaven in 1906, effectively taking away the M&StL's Lake Minnetonka



**Minnetonka Beach on the Great Northern. Courtesy Minnesota Transportation Museum.**

business. In 1907, TCRT leased the Tonka Bay branch from the M&StL and purchased the Tonka Bay Hotel, renaming it the Lake Park.

#### **Minneapolis, Lyndale & Minnetonka Minneapolis-Excelsior**

The ML&M, also known as the "Motor Line", was an unusual combination of streetcar and railroad. Between downtown Minneapolis and Lake Calhoun, it ran primarily down city streets behind steam dummies designed to look like passenger cars. At Lake Calhoun, the dummies were replaced by conventional 2-6-0 locomotives for the rest of the trip to Excelsior. Stops were located every mile or so along the line, clearly qualifying it as a suburban railroad.



**Businessmen board the short-lived World War II Mound-Minneapolis commuter run at Wayzata in 1942.**



# Minneapolis & St. Louis R. R.

June 30th, 1901. ST. PAUL AND MINNEAPOLIS TO MINNETONKA POINTS.

| STATIONS                     | Miles from Mpls. | WEEK DAY TRAINS |        |        |        |        |        |        |        |        |        | SUNDAY TRAINS |        |        |        |        |        |        |        |        |        |
|------------------------------|------------------|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                              |                  | No. 14          | No. 10 | No. 18 | No. 22 | No. 16 | No. 24 | No. 26 | No. 38 | No. 12 | No. 20 | No. 16        | No. 24 | No. 36 | No. 12 | No. 20 | No. 16 | No. 24 | No. 36 | No. 12 | No. 20 |
| Lv. St. Paul                 | 8.45             | x 9.30          | x 1.45 | 5.20   | 5.35   | 6.15   | 8.45   | 11.20  | x 9.50 | x 2.00 | 5.35   | 6.15          | 9.18   | 9.18   | x 9.50 | x 2.00 | 5.35   | 6.15   | 9.18   | x 9.50 | x 2.00 |
| Ar. Minneapolis              | 9.20             | x 9.30          | x 1.45 | 5.20   | 5.35   | 6.15   | 8.45   | 11.20  | x 9.50 | x 2.00 | 5.35   | 6.15          | 9.18   | 9.18   | x 9.50 | x 2.00 | 5.35   | 6.15   | 9.18   | x 9.50 | x 2.00 |
| Ar. St. Louis Park           | 9.32             | x 9.30          | x 1.45 | 5.20   | 5.35   | 6.15   | 8.45   | 11.20  | x 9.50 | x 2.00 | 5.35   | 6.15          | 9.18   | 9.18   | x 9.50 | x 2.00 | 5.35   | 6.15   | 9.18   | x 9.50 | x 2.00 |
| Hopkins                      | 7.8              | 9.36            | 9.46   | 2.01   | 5.36   | 5.51   | 6.31   | 9.01   | 11.36  | 10.06  | 2.16   | 5.51          | 6.31   | 9.34   | 10.13  | 2.22   | 5.51   | 6.31   | 9.34   | 10.13  | 2.22   |
| Minnetonka Mills             | 11               | 9.52            | 9.52   | 2.07   | 5.42   | 5.57   | 6.38   | 9.08   | 11.42  | 10.13  | 2.22   | 5.51          | 6.38   | 9.40   | 10.21  | 2.30   | 5.51   | 6.38   | 9.40   | 10.21  | 2.30   |
| Deephaven                    | 15.2             | 10.00           | 10.00  | 2.15   | 5.50   | 6.05   | 6.46   | 9.15   | 11.50  | 10.21  | 2.30   | 5.51          | 6.46   | 9.48   | 10.21  | 2.30   | 5.51   | 6.46   | 9.48   | 10.21  | 2.30   |
| Cottagewood                  | 15.6             | L               | L      | L      | L      | L      | L      | L      | L      | L      | L      | L             | L      | L      | L      | L      | L      | L      | L      | L      | L      |
| Linwood                      | 16.1             | L               | L      | L      | L      | L      | L      | L      | L      | L      | L      | L             | L      | L      | L      | L      | L      | L      | L      | L      | L      |
| Fairview                     | 16.5             | L               | L      | L      | L      | L      | L      | L      | L      | L      | L      | L             | L      | L      | L      | L      | L      | L      | L      | L      | L      |
| Solberg Point                | 17.2             | L               | L      | L      | L      | L      | L      | L      | L      | L      | L      | L             | L      | L      | L      | L      | L      | L      | L      | L      | L      |
| Excelsior                    | 18               | 10.00           | 10.11  | 2.26   | 6.01   | 6.14   | 6.56   | 9.26   | 12.01  | 10.31  | 2.41   | 6.14          | 6.56   | 9.59   | 10.35  | 2.46   | 6.17   | 7.00   | 10.03  | 10.35  | 2.46   |
| Manitou Junction             | 19.3             | 10.04           | 10.15  | 2.30   | 6.05   | 6.17   | 7.00   | 9.30   | 12.05  | 10.35  | 2.46   | 6.17          | 7.00   | 10.03  | 10.35  | 2.46   | 6.17   | 7.00   | 10.03  | 10.35  | 2.46   |
| Wildhurst                    | 20               | L               | L      | L      | L      | L      | L      | L      | L      | L      | L      | L             | L      | L      | L      | L      | L      | L      | L      | L      | L      |
| Tonka Bay, (Lake Park Hotel) | 20.8             | 10.20           | 2.35   | 6.10   | 7.05   | 9.35   | 12.10  | 10.40  | 2.50   | 6.17   | 7.00   | 10.03         | 10.35  | 2.46   | 6.17   | 7.00   | 10.03  | 10.35  | 2.46   | 6.17   | 7.00   |
| Ar. Eureka                   | 20               | L               | L      | L      | L      | L      | L      | L      | L      | L      | L      | L             | L      | L      | L      | L      | L      | L      | L      | L      | L      |
| Minnewashta                  | 22.7             | L               | L      | L      | L      | L      | L      | L      | L      | L      | L      | L             | L      | L      | L      | L      | L      | L      | L      | L      | L      |
| Zumbra Heights               | 24               | 10.15           | L      | L      | L      | L      | L      | L      | L      | 10.50  | 2.50   | 6.26          | 7.00   | 10.03  | 10.50  | 2.50   | 6.26   | 7.00   | 10.03  | 10.50  | 2.50   |
| Victoria                     | 30.7             | 10.33           | L      | L      | L      | L      | L      | L      | L      | 11.05  | 2.50   | 6.42          | 7.00   | 10.03  | 11.05  | 2.50   | 6.42   | 7.00   | 10.03  | 11.05  | 2.50   |
| Waconia                      | 30.7             | 10.33           | L      | L      | L      | L      | L      | L      | L      | 11.05  | 2.50   | 6.42          | 7.00   | 10.03  | 11.05  | 2.50   | 6.42   | 7.00   | 10.03  | 11.05  | 2.50   |

## LAKE MINNETONKA POINTS TO MINNEAPOLIS AND ST. PAUL.

| STATIONS                       | WEEK DAY TRAINS |       |        |        |        |        |        |        |        |        | SUNDAY TRAINS |        |       |       |        |        |        |        |        |        |
|--------------------------------|-----------------|-------|--------|--------|--------|--------|--------|--------|--------|--------|---------------|--------|-------|-------|--------|--------|--------|--------|--------|--------|
|                                | No. 7           | No. 9 | No. 15 | No. 19 | No. 13 | No. 21 | No. 23 | No. 37 | No. 15 | No. 33 | No. 21        | No. 35 | No. 7 | No. 9 | No. 15 | No. 19 | No. 13 | No. 21 | No. 23 | No. 37 |
| Lv. Waconia                    | 7.20            | 8.23  | 4.07   | 8.23   | 4.07   | 8.23   | 4.07   | 8.23   | 8.23   | 4.07   | 8.23          | 4.07   | 7.20  | 8.23  | 4.07   | 8.23   | 4.07   | 8.23   | 4.07   | 8.23   |
| Victoria                       | 7.40            | 8.41  | 4.21   | 8.41   | 4.21   | 8.41   | 4.21   | 8.41   | 8.41   | 4.21   | 8.41          | 4.21   | 7.40  | 8.41  | 4.21   | 8.41   | 4.21   | 8.41   | 4.21   | 8.41   |
| Zumbra Heights                 | 7.40            | 8.41  | 4.21   | 8.41   | 4.21   | 8.41   | 4.21   | 8.41   | 8.41   | 4.21   | 8.41          | 4.21   | 7.40  | 8.41  | 4.21   | 8.41   | 4.21   | 8.41   | 4.21   | 8.41   |
| Minnewashta                    | 7.47            | 8.48  | 4.28   | 8.48   | 4.28   | 8.48   | 4.28   | 8.48   | 8.48   | 4.28   | 8.48          | 4.28   | 7.47  | 8.48  | 4.28   | 8.48   | 4.28   | 8.48   | 4.28   | 8.48   |
| Eureka                         | 7.47            | 8.48  | 4.28   | 8.48   | 4.28   | 8.48   | 4.28   | 8.48   | 8.48   | 4.28   | 8.48          | 4.28   | 7.47  | 8.48  | 4.28   | 8.48   | 4.28   | 8.48   | 4.28   | 8.48   |
| Lv. Tonka Bay, Lake Park Hotel | 7.00            | 8.00  | x 1.10 | 8.00   | x 1.10 | 8.00   | x 1.10 | 8.00   | 8.00   | x 1.10 | 8.00          | x 1.10 | 7.00  | 8.00  | x 1.10 | 8.00   | x 1.10 | 8.00   | x 1.10 | 8.00   |
| Wildhurst                      | 7.05            | 8.05  | 8.52   | 1.15   | 4.33   | 4.55   | 7.30   | 11.05  | 8.52   | 11.20  | 4.55          | 8.10   | 7.05  | 8.05  | 8.52   | 1.15   | 4.33   | 4.55   | 7.30   | 11.05  |
| Manitou Junction               | 7.09            | 8.09  | 8.58   | 1.19   | 4.37   | 4.59   | 7.34   | 11.09  | 8.58   | 11.24  | 4.59          | 8.14   | 7.09  | 8.09  | 8.58   | 1.19   | 4.37   | 4.59   | 7.34   | 11.09  |
| Excelsior                      | 7.12            | 8.12  | x 1.22 | 8.12   | x 1.22 | 8.12   | x 1.22 | 8.12   | 8.12   | x 1.22 | 8.12          | x 1.22 | 7.12  | 8.12  | x 1.22 | 8.12   | x 1.22 | 8.12   | x 1.22 | 8.12   |
| Solberg Point                  | 7.19            | 8.19  | 9.08   | 1.29   | 4.47   | 5.09   | 7.44   | 11.19  | 9.08   | 11.34  | 5.09          | 8.24   | 7.19  | 8.19  | 9.08   | 1.29   | 4.47   | 5.09   | 7.44   | 11.19  |
| Fairview                       | 7.27            | 8.27  | 9.16   | 1.37   | 4.56   | 5.17   | 7.52   | 11.27  | 9.16   | 11.42  | 5.17          | 8.32   | 7.27  | 8.27  | 9.16   | 1.37   | 4.56   | 5.17   | 7.52   | 11.27  |
| Cottagewood                    | 7.34            | 8.34  | 9.24   | 1.44   | 5.04   | 5.24   | 7.59   | 11.34  | 9.24   | 11.49  | 5.24          | 8.39   | 7.34  | 8.34  | 9.24   | 1.44   | 5.04   | 5.24   | 7.59   | 11.34  |
| Linwood                        | L               | L     | L      | L      | L      | L      | L      | L      | L      | L      | L             | L      | L     | L     | L      | L      | L      | L      | L      | L      |
| Deephaven                      | L               | L     | L      | L      | L      | L      | L      | L      | L      | L      | L             | L      | L     | L     | L      | L      | L      | L      | L      | L      |
| Minnetonka Mills               | L               | L     | L      | L      | L      | L      | L      | L      | L      | L      | L             | L      | L     | L     | L      | L      | L      | L      | L      | L      |
| Hopkins                        | L               | L     | L      | L      | L      | L      | L      | L      | L      | L      | L             | L      | L     | L     | L      | L      | L      | L      | L      | L      |
| St. Louis Park                 | L               | L     | L      | L      | L      | L      | L      | L      | L      | L      | L             | L      | L     | L     | L      | L      | L      | L      | L      | L      |
| Ar. Minneapolis                | 7.50            | 8.50  | 9.40   | 2.00   | 5.21   | 5.40   | 8.15   | 11.50  | 9.40   | 12.05  | 5.40          | 8.55   | 7.50  | 8.50  | 9.40   | 2.00   | 5.21   | 5.40   | 8.15   | 11.50  |
| St. Paul                       | 7.50            | 8.50  | 9.40   | 2.00   | 5.21   | 5.40   | 8.15   | 11.50  | 9.40   | 12.05  | 5.40          | 8.55   | 7.50  | 8.50  | 9.40   | 2.00   | 5.21   | 5.40   | 8.15   | 11.50  |

\*—Stop on Signal. R—Stop only to receive passengers. L—Stop on signal to leave passengers. Where time is not shown trains do not stop. Coney Island is Flag Station. X—Bosta return passengers to Tonka Bay, for trains marked "X." M—Monday only from Waconia. Daily, except Sunday, from Zumbra Heights and East.

The extension to Lake Minnetonka only lasted from 1882 to 1886, when the railroad was purchased by the Great Northern and the line was cut back to Lake Calhoun.

## Milwaukee Road Minneapolis-Deephaven

Milwaukee Road trains connected with steamboats at Deephaven. Some of the trips in the 1887 timetable are shown as through-routed from St. Paul, but those are probably connections to St. Paul trains. In 1905, the Milwaukee Road sold its Hopkins-Deephaven branch to Twin City Rapid Transit, which electrified it and increased service to hourly. The line remained in service until 1932.

Minneapolis & St. Louis suburban trains to Lake Minnetonka served the Kenwood depot at 21st Street. In the foreground, ice from Cedar Lake is being loaded onto the parallel Great Northern. William Wallof photo, Minneapolis Public Library collection.



## FAST TRAINS

BETWEEN

St. Paul, Minneapolis

AND

Lake Minnetonka Points





The Milwaukee Road's Deephaven trains stopped at several intermediate stations with these simple shelters. This may be Northome.

The Motor Line fed steamboats at Excelsior. Minnesota Historical Society collection.



## Chicago, Milwaukee & St. Paul R. R.

June 17th, 1901.

| A     | A    | A    | B    | A    | A     | B    | B    | STATIONS                                   |      |      |      | A     | B    | B    | E    | A    | A     | B    | B    | A    |
|-------|------|------|------|------|-------|------|------|--------------------------------------------|------|------|------|-------|------|------|------|------|-------|------|------|------|
| P.M.  | P.M. | P.M. | P.M. | P.M. | A.M.  | A.M. | A.M. |                                            |      |      |      | A.M.  | A.M. | A.M. | A.M. | P.M. | P.M.  | P.M. | P.M. | P.M. |
| 11 45 | 7 35 | 6 00 | 5 00 | 1 30 | 9 30  | 9 00 | 6 15 | Lv...Minneapolis...Ar                      | 6 55 | 8 00 | 9 00 | 10 18 | 1 45 | 4 45 | 5 45 | 6 45 | 11 30 |      |      |      |
| 11 52 | 7 43 | 6 06 | 5 08 | 1 37 | 9 37  | 9 08 | 6 22 | Ar...S.Minneapolis...Ar                    | 6 47 | 7 54 | 8 54 | 10 10 | 1 37 | 4 38 | 5 37 | 6 38 | 11 23 |      |      |      |
|       |      |      |      |      |       |      |      | Ar...Hennepin Ave...Ar                     | 6 25 | 7 38 | 8 38 | 9 54  | 1 20 | 4 21 | 5 16 | 6 22 | 11 06 |      |      |      |
| 12 09 | 8 04 | 6 22 | 5 26 | 1 54 | 9 54  | 9 29 | 6 39 | Ar...St.Louis Park...Ar                    | 6 25 | 7 38 | 8 38 | 9 54  | 1 20 | 4 21 | 5 16 | 6 22 | 11 06 |      |      |      |
| 12 14 | 8 09 | 6 26 | 5 31 | 1 59 | 9 59  | 9 34 | 6 44 | Ar...Hopkins...Ar                          | 6 19 | 7 34 | 8 34 | 9 47  | 1 16 | 4 16 | 5 11 | 6 16 | 11 01 |      |      |      |
| 12 26 |      | 6 36 | 5 41 | 2 11 | 10 11 |      | 6 56 | Ar...Groveland Pk...Ar                     |      | 7 23 | 8 23 | 9 34  | 1 04 | 4 04 |      | 6 04 | 10 49 |      |      |      |
| 12 27 |      | 6 37 | 5 42 | 2 12 | 10 12 |      | 6 57 | Ar...Breezy Point...Ar                     |      | 7 22 | 8 22 | 9 33  | 1 03 | 4 03 |      | 6 03 | 10 48 |      |      |      |
| 12 28 |      | 6 38 | 5 43 | 2 13 | 10 13 |      | 6 58 | Ar...Northome...Ar                         |      | 7 21 | 8 21 | 9 32  | 1 02 | 4 02 |      | 6 02 | 10 47 |      |      |      |
| 12 30 |      | 6 40 | 5 45 | 2 15 | 10 15 |      | 7 00 | Ar...Minnetonka...Lv<br>(Hotel St. Louis.) |      | 7 20 | 8 20 | 9 30  | 1 00 | 4 00 | *    | 6 00 | 10 45 |      |      |      |
| A.M.  | P.M. | P.M. | P.M. | P.M. | A.M.  | A.M. | A.M. |                                            |      |      |      | A.M.  | A.M. | A.M. | A.M. | P.M. | P.M.  | P.M. | P.M. | P.M. |

A—Daily. B—Except Sunday. C—Except Saturday. D—Except Monday. E—Sunday only.  
\* Connects with boats of Lake Minnetonka Transportation Co. || Stops on signal.

The 1901 Milwaukee Road timetable to Deephaven. Note the steamboat connections.

### Great Northern Minneapolis-Excelsior-Hutchinson

The Motor Line was abandoned in 1886. In 1890 the GN rebuilt it as standard gauge west of Hopkins, and extended it from Excelsior through Zumbra Heights to Hutchinson. In Excelsior, it built a depot directly opposite the M&StL's. The ML&M's short spur to the Excelsior docks was retained, which required a backup move to reach. Service lasted until 1900, when the GN extended its Wayzata-Orono

line though Mound to a new connection with the Hutchinson branch at St. Bonifacius. This shortened the Hutch line and made it possible to abandon from Hopkins to St. Bonifacius via Excelsior. Five years later, the portion from Hopkins to Excelsior became part of TCRT's Lake Minnetonka mainline and remained in service until 1932.

### Soo Line

There's no evidence that the Soo Line ever ran separate suburban trains

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### MINNEAPOLIS, LYNDALDE AND MINNETONKA RAILWAY.

GOING WEST.

| STATIONS.         | LEAVE | A.M. | A.M. | A.M. | A.M. | A.M.  | A.M.  | A.M.  | A.M.  | P.M.  | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M.  |
|-------------------|-------|------|------|------|------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|-------|
| MINNEAPOLIS.....  |       | 6.48 | 7.30 | 8.15 | 8.45 | 9.30  | 10.30 | 11.10 | 12.05 | 12.45 | 1.30 | 2.15 | 3.00 | 3.45 | 4.30 | 5.15 | 6.05 | 6.45 | 7.55 | 8.40  |
| LAKE CALHOUN..... |       | 7.15 | 8.00 | 8.45 | 9.15 | 10.00 | 11.00 | 11.40 | 12.37 | 1.15  | 2.00 | 2.45 | 3.30 | 4.15 | 5.00 | 5.40 | 6.35 | 7.15 | 8.25 | 9.15  |
| LAKE HARRIET..... |       |      |      | 8.48 |      | 10.03 | 11.05 | 11.45 |       | 1.20  | 2.05 |      | 3.35 |      | 5.45 | 6.40 | 7.20 | 8.30 | 9.18 | 10.05 |
| EXCELSIOR.....    |       |      |      | 9.28 |      | 10.44 |       |       |       |       | 2.43 |      |      |      | 6.23 |      | 8.01 |      | 9.58 |       |

GOING EAST.

| STATIONS.         | LEAVE. | A.M. | A.M. | A.M. | A.M. | A.M.  | A.M.  | A.M.  | A.M.  | P.M.  | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M.  |
|-------------------|--------|------|------|------|------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|-------|
| EXCELSIOR.....    |        |      |      | 7.30 |      |       | 9.50  |       | 11.20 |       |      |      |      |      | 4.30 |      |      | 7.10 |      | 10.00 |
| LAKE HARRIET..... |        | 6.05 |      | 8.07 |      |       | 10.30 | 11.10 | 12.00 |       | 1.25 |      |      | 3.40 |      | 5.10 | 6.00 | 6.45 |      | 7.50  |
| LAKE CALHOUN..... |        | 6.10 | 6.50 | 8.10 | 8.50 | 9.50  | 10.33 | 11.30 | 12.10 | 12.50 | 1.85 | 2.20 | 3.05 | 3.50 | 4.35 | 5.15 | 6.10 | 6.50 | 7.25 | 8.00  |
| MINNEAPOLIS.....  |        | 6.40 | 7.20 | 8.35 | 9.15 | 10.20 | 11.03 | 11.55 | 12.40 | 1.20  | 2.05 | 2.50 | 3.40 | 4.18 | 5.10 | 6.40 | 7.20 | 7.50 | 8.29 | 9.20  |

Railroad Time Tables.





# ELECTRIC SHORT LINE RAILWAY



Time Table of Passenger Trains, Effective Sunday, June 21st, 12:01 A. M.

SUBJECT TO CHANGE WITHOUT NOTICE

WE WILL HAVE BOTH FREIGHT AND EXPRESS SERVICE IN THE NEAR FUTURE

ALL SCHEDULED TRAINS WILL LEAVE AND ARRIVE AT TERMINAL STATION AT 7th STREET AND 2nd AVENUE NORTH.

ALL EXTRA EXCURSION TRAINS, UNLESS OTHERWISE PROVIDED, WILL LEAVE AND ARRIVE AT WESTERN AND LYNDALE AVE. NORTH.

READ DOWN

READ UP

| READ UP                  |      |       |       |      |      |      |      |      |       |      |      |       |                                 |      |             |       |       |       |       |      |                          |                          |       |       |      |
|--------------------------|------|-------|-------|------|------|------|------|------|-------|------|------|-------|---------------------------------|------|-------------|-------|-------|-------|-------|------|--------------------------|--------------------------|-------|-------|------|
| SATURDAY AND SUNDAY ONLY |      | DAILY |       |      |      |      |      |      |       |      |      | DAILY |                                 |      |             |       |       |       |       |      |                          | SATURDAY AND SUNDAY ONLY |       |       |      |
| 23                       | 21   | 19    | 17    | 15   | 13   | 11   | 9    | 7    | 5     | 3    | 1    | Miles | STATIONS                        |      | DAILY       |       | DAILY |       | DAILY |      | SATURDAY AND SUNDAY ONLY |                          |       |       |      |
| A.M.                     | P.M. | A.M.  | P.M.  | A.M. | P.M. | A.M. | P.M. | A.M. | P.M.  | A.M. | P.M. | A.M.  | A.M.                            | P.M. | A.M.        | P.M.  | A.M.  | P.M.  | A.M.  | P.M. | A.M.                     | P.M.                     |       |       |      |
| 11:45                    | 2:15 | 9:10  | 11:45 | 7:45 | 6:30 | 5:30 | 4:15 | 1:15 | 10:15 | 8:15 | 6:15 | 6.15  | Minneapolis                     | 7:31 | 8:35        | 10:35 | 1:35  | 4:35  | 6:22  | 7:33 | 9:53                     | 11:23                    | 5:05  | 3:39  |      |
| 11:51                    | 2:21 | 9:14  | 11:51 | 7:51 | 6:36 | 5:36 | 4:21 | 1:21 | 10:21 | 8:21 | 6:17 | 6.17  | 0.51Munroe (Washing             | 7:29 | 8:32        | 10:33 | 1:33  | 4:33  | 6:19  | 7:31 | 9:51                     | 11:21                    | 5:09  | 3:43  |      |
|                          |      |       |       |      | 6:42 | 5:42 | 4:27 | 1:27 | 10:27 | 8:27 | 6:18 | 6.18  | 1.32Greenland Road              | 7:25 | 8:29        | 10:30 | 1:30  | 4:30  | 6:14  | 7:27 | 9:47                     | 11:17                    | 5:11  | 3:47  |      |
| 11:57                    | 2:27 | 9:14  | 11:53 | 7:57 | 6:42 | 5:42 | 4:33 | 1:33 | 10:33 | 8:33 | 6:19 | 6.19  | 1.97Glenwood Park               | 7:25 | 8:29        | 10:30 | 1:30  | 4:30  | 6:14  | 7:27 | 9:47                     | 11:17                    | 5:11  | 3:47  |      |
|                          |      |       |       |      | 6:48 | 5:48 | 4:39 | 1:39 | 10:39 | 8:39 | 6:20 | 6.20  | 2.2538th Ave. Green             | 7:24 | 8:28        | 10:29 | 1:29  | 4:29  | 6:14  | 7:26 | 9:44                     | 11:15                    | 5:15  | 3:51  |      |
|                          |      |       |       |      | 6:54 | 5:54 | 4:45 | 1:45 | 10:45 | 8:45 | 6:21 | 6.21  | 3.59Coogan Green                | 7:17 | 8:21        | 10:22 | 1:22  | 4:22  | 6:06  | 7:19 | 9:39                     | 11:09                    | 5:19  | 3:57  |      |
|                          |      |       |       |      | 7:00 | 6:00 | 4:51 | 1:51 | 10:51 | 8:51 | 6:22 | 6.22  | 3.83Sweeney Lake                | 7:17 | 8:21        | 10:22 | 1:22  | 4:22  | 6:06  | 7:19 | 9:39                     | 11:09                    | 5:19  | 3:57  |      |
|                          |      |       |       |      | 7:06 | 6:06 | 4:57 | 1:57 | 10:57 | 8:57 | 6:23 | 6.23  | 4.12Turner X Road               | 7:15 | 8:19        | 10:20 | 1:20  | 4:20  | 6:04  | 7:17 | 9:37                     | 11:07                    | 5:17  | 3:59  |      |
|                          |      |       |       |      | 7:12 | 6:12 | 5:03 | 2:03 | 11:03 | 9:03 | 6:24 | 6.24  | 4.39Golden Valley               | 7:11 | 8:15        | 10:16 | 1:16  | 4:16  | 6:00  | 7:13 | 9:33                     | 11:03                    | 5:13  | 4:01  |      |
|                          |      |       |       |      | 7:18 | 6:18 | 5:09 | 2:09 | 11:09 | 9:09 | 6:25 | 6.25  | 5.64Winnetka                    | 7:09 | 8:13        | 10:14 | 1:14  | 4:14  | 5:58  | 7:11 | 9:31                     | 11:01                    | 5:11  | 4:03  |      |
| 12:05                    | 2:35 | 9:28  | 12:01 | 8:05 | 6:42 | 5:42 | 4:33 | 1:33 | 10:33 | 8:33 | 6:19 | 6.19  | 6.41                            | 6.41 | 7.16        | 8:16  | 10:17 | 1:17  | 4:17  | 5:54 | 7:07                     | 9:27                     | 10:57 | 4:47  |      |
| 12:07                    | 2:37 | 9:30  | 12:03 | 8:07 | 6:44 | 5:44 | 4:35 | 1:35 | 10:35 | 8:35 | 6:20 | 6.20  | 6.41                            | 6.41 | 7.16        | 8:16  | 10:17 | 1:17  | 4:17  | 5:54 | 7:07                     | 9:27                     | 10:57 | 4:47  |      |
| 12:10                    | 2:40 | 9:33  | 12:06 | 8:10 | 6:47 | 5:47 | 4:38 | 1:38 | 10:38 | 8:38 | 6:21 | 6.21  | 6.41                            | 6.41 | 7.16        | 8:16  | 10:17 | 1:17  | 4:17  | 5:54 | 7:07                     | 9:27                     | 10:57 | 4:47  |      |
| 12:12                    | 2:42 | 9:35  | 12:08 | 8:12 | 6:49 | 5:49 | 4:41 | 1:41 | 10:41 | 8:41 | 6:22 | 6.22  | 7.50Elmhurst Jct.               | 7:00 | 8:11        | 10:14 | 1:14  | 4:14  | 5:49  | 7:02 | 9:22                     | 10:52                    | 4:49  | 4:51  |      |
|                          |      |       |       |      | 7:05 | 6:05 | 4:46 | 1:46 | 10:46 | 8:46 | 6:23 | 6.23  | 1.00Elmhurst                    | 6:58 | 8:10        | 10:13 | 1:13  | 4:13  | 5:49  | 7:02 | 9:22                     | 10:52                    | 4:49  | 4:51  |      |
|                          |      |       |       |      | 7:11 | 6:11 | 5:04 | 2:04 | 11:04 | 9:04 | 6:24 | 6.24  | 3.80Glenside Park               | 6:54 | 8:06        | 10:09 | 1:09  | 4:09  | 5:47  | 6:59 | 9:19                     | 10:49                    | 4:51  | 4:53  |      |
|                          |      |       |       |      | 7:17 | 6:17 | 5:10 | 2:10 | 11:10 | 9:10 | 6:25 | 6.25  | 6.56                            | 6.56 | 8.20McGowan | 6:54  | 8:06  | 10:09 | 1:09  | 4:09 | 5:47                     | 6:59                     | 9:19  | 10:49 | 4:51 |
| 12:18                    | 2:48 | 9:41  | 12:14 | 8:18 | 6:55 | 5:55 | 4:47 | 1:47 | 10:47 | 8:47 | 6:26 | 6.26  | 10.90The Parkers' Lake          | 6:51 | 8:05        | 10:08 | 1:08  | 4:08  | 5:44  | 6:56 | 9:16                     | 10:46                    | 4:53  | 4:55  |      |
|                          |      |       |       |      | 7:23 | 6:23 | 5:16 | 2:16 | 11:16 | 9:16 | 6:27 | 6.27  | 11.10Greenland                  | 6:47 | 8:01        | 10:04 | 1:04  | 4:04  | 5:40  | 6:52 | 9:12                     | 10:42                    | 4:53  | 4:55  |      |
| 12:21                    | 2:51 | 9:44  | 12:17 | 8:21 | 6:58 | 5:58 | 4:50 | 1:50 | 10:50 | 8:50 | 6:27 | 6.27  | 14.88Gleason Lake               | 6:46 | 8:02        | 10:05 | 1:05  | 4:05  | 5:39  | 6:51 | 9:11                     | 10:41                    | 4:55  | 4:57  |      |
| 12:24                    | 2:54 | 9:47  | 12:20 | 8:24 | 7:00 | 6:00 | 4:53 | 1:53 | 10:53 | 8:53 | 6:28 | 6.28  | 17.1221 Wayzata                 | 6:43 | 7:59        | 10:02 | 1:02  | 4:02  | 5:35  | 6:47 | 9:07                     | 10:37                    | 4:55  | 4:57  |      |
| 12:26                    | 2:56 | 9:49  | 12:22 | 8:26 | 7:02 | 6:02 | 4:55 | 1:55 | 10:55 | 8:55 | 6:29 | 6.29  | 18.6110th St                    | 6:43 | 7:59        | 10:02 | 1:02  | 4:02  | 5:35  | 6:47 | 9:07                     | 10:37                    | 4:55  | 4:57  |      |
| 12:28                    | 2:58 | 9:51  | 12:24 | 8:28 | 7:04 | 6:04 | 4:57 | 1:57 | 10:57 | 8:57 | 6:30 | 6.30  | 21.73Summit Park                | 6:39 | 7:55        | 9:58  | 1:00  | 3:58  | 5:31  | 6:40 | 9:00                     | 10:30                    | 4:55  | 4:57  |      |
| 12:31                    | 3:01 | 9:54  | 12:27 | 8:31 | 7:07 | 6:07 | 5:00 | 2:00 | 11:00 | 9:00 | 6:31 | 6.31  | 23.600Meadow Brook              | 6:36 | 7:52        | 9:54  | 1:00  | 3:54  | 5:25  | 6:40 | 9:00                     | 10:30                    | 4:55  | 4:57  |      |
| 12:33                    | 3:03 | 9:56  | 12:29 | 8:33 | 7:09 | 6:09 | 5:02 | 2:02 | 11:02 | 9:02 | 6:32 | 6.32  | 25.68                           | 6:34 | 7:50        | 9:52  | 1:00  | 3:52  | 5:22  | 6:40 | 9:00                     | 10:30                    | 4:55  | 4:57  |      |
| 12:35                    | 3:05 | 9:58  | 12:31 | 8:35 | 7:11 | 6:11 | 5:04 | 2:04 | 11:04 | 9:04 | 6:33 | 6.33  | 28.160Greenfield                | 6:32 | 7:48        | 9:50  | 1:00  | 3:50  | 5:22  | 6:40 | 9:00                     | 10:30                    | 4:55  | 4:57  |      |
| 12:37                    | 3:07 | 10:00 | 12:33 | 8:37 | 7:14 | 6:14 | 5:06 | 2:06 | 11:06 | 9:06 | 6:34 | 6.34  | 30.1611 Crystal Bay (St. Louis) | 6:29 | 7:46        | 9:48  | 1:00  | 3:48  | 5:19  | 6:44 | 9:04                     | 10:34                    | 4:55  | 4:57  |      |
| 12:40                    | 3:10 | 10:03 | 12:36 | 8:40 | 7:17 | 6:17 | 5:09 | 2:09 | 11:09 | 9:09 | 6:35 | 6.35  | 32.162Axwell                    | 6:26 | 7:43        | 9:45  | 1:00  | 3:45  | 5:17  | 6:42 | 9:02                     | 10:32                    | 4:55  | 4:57  |      |
| 12:42                    | 3:11 | 10:04 | 12:37 | 8:41 | 7:19 | 6:19 | 5:10 | 2:10 | 11:10 | 9:10 | 6:36 | 6.36  | 33.178Stubb's Bay (St. Louis)   | 6:25 | 7:42        | 9:44  | 1:00  | 3:44  | 5:17  | 6:42 | 9:02                     | 10:32                    | 4:55  | 4:57  |      |





#### MAIL SCHEDULE—CONTINUED.

##### SPECIAL SHORT LINE MAILS.

ST. PAUL MAILS close at Minneapolis daily 6:30, 7:30, 8:45, 9:45 and 10:45 a. m., 12:45, 1:45, 2:45, 3:45, 4:45, 5:45 and 6:45 p. m.; arrive at Minneapolis daily from St. Paul 8:10, 9:10, 10:10, a. m., 12:10, 2:10, 3:10, 5:10, 6:10 and 8:10 p. m.

MINNEAPOLIS MAILS close at St. Paul daily 6:45, 7:45, 8:45, 9:45, 10:45 a. m., and 12:45, 1:45, 2:45, 3:45, 4:45, 5:45, 7:30 p. m.

MINNEAPOLIS MAILS arrive at St. Paul 6:00, 7:45, 8:45, 9:45, and 11:45 a. m., 12:45, 1:45, 3:10, 4:45, 5:45, 6:45 and 8:00 p. m.

STILLWATER MAILS daily close at Minneapolis 7:00 a. m., 1:30, 3:30 and 6:00 p. m.; arrive at Minneapolis 10:00 a. m., 1:00, 5:10 and 9:30 p. m.; close at St. Paul 6:45 a. m., 9:45 a. m., 1 p. m., 4:20 p. m. and 6:30.

MERRIAM PARK AND MACALESTER MAILS, daily except Sundays close at Minneapolis 8:00 a. m., arrive at Minneapolis 10:00 a. m., 6:40 p. m. and 2:00 p. m.

ST. ANTHONY PARK MAILS, daily except Sunday; close at Minneapolis 7:30 a. m. and 3:30 p. m.; arrive at Minneapolis 9:25 a. m., 5:10 p. m.; Leave St. Paul 7:30, 11:30 a. m. and 3:30 p. m.

HANLINE MAILS, daily except Sunday; close at Minneapolis 7:30 a. m., 3:30 p. m.; arrive 9:20 a. m. and 5:10 p. m.; leave St. Paul 7:30 a. m. and 3:30 p. m.

FORT SNELLING AND MINNEHARA MAILS, daily, close at Minneapolis 8:30 a. m.; arrive at Minneapolis 10:10 a. m.; leave St. Paul 7:00 a. m. and 2:30 p. m.

MERRIAM PARK, mails close at Minneapolis daily at 7:30 a. m., and daily except Sunday at 12:30 p. m. and 5:30 p. m.

##### ST. PAUL STAR MAIL ROUTES.

Covering letter boxes painted red, from which collections are made at 10:00 p. m., except Saturdays.

ROUTE 1—Wabasha to Rice, Rice to Front, Front to Western, Western to University, University to Dale, Dale to Carroll, Carroll to Rice, Rice to Tenth and Wabasha, Wabasha to Post Office.

ROUTE 2—West Third and Dayton to Victoria, Victoria to Summit, Summit to Third, Pleasant Avenue to Toronto, Toronto to West Seventh, West Seventh to Third, Third to Post Office.

ROUTE 3—East Third to Earl, Earl to Seventh, Seventh to Bradley, Bradley to Collins, Collins and Lafayette to Ninth, Ninth and Grove to Seventh and Kittson, Seventh to Wabasha, Wabasha to Post Office.

ROUTE 4—South Wabasha to Isabelle, Isabelle to Concord, Concord to Brown Avenue, Baneroff to Congress, Congress to South Robert, S. Robert to Sixth, Sixth to Wabasha, Wabasha to Post Office.

**Union Park, later known as Merriam Park, was both a station at Prior Avenue and an adjacent residential development. This view looks northeast. That's University Avenue in the distance. Minnesota Historical Society collection.**

thirty-four trains daily and others will be added as demanded. But thirteen minutes are required to reach the park from the centre of either city and the fare is now only seven and one-half cents each way to either St. Paul or Minneapolis. The advantage of steam transit over that in crowded horse cars, through dusty streets, can be readily

understood, for by the first you have fine coaches, with smoking car, ice waters, closets, etc., and the train, while delightfully cool in summer is gratefully warm in winter. The locations of the depots are most convenient and the trains run in such a manner that a business man can, by giving one and a half hours at noon, have a full hour at home for dinner. A late night train accommodates those who desire to visit in either city or attend the entertainments."

**Ad text from the 1886 Minneapolis Tribune**

#### Prospect Park

Plans are being made for several handsome houses to be built at once in this addition.

The Minneapolis & St. Louis Railroad will sell commutation tickets in Prospect Park station after May 1, 1886.

#### St. Anthony Park

The new Inter-urban Park on Manitoba Short Line and the new Northern Pacific line between the two cities. Rapid transit, frequent trains, comfortable cars, low rates, beautiful sites for building.

**Cheap Lots!  
Rapid Transportation. Low Taxes.**

In St. Louis Park, a beautiful suburb on the line of the Minneapolis & St. Louis and the Hastings & Dakota Railway.

The object is to make a suburb similar to Merriam Park... The company to whom the land belongs guaranteeing to run special suburban trains to and from the Park to accommodate residents, and these together with the ten or twelve regular trains affording ample transportation facilities at rates of fare but little more than on the street cars.